

THE WORLD'S FAVOURITE AIRCRAFT MODELLING MAGAZINE

port side view

Scale AVIATION Modeller International

14
REVIEWS
INSIDE

**NEW
SERIES**
Modellers Profile
Scale Plans & Colour Art

Republic **P-47** Thunderbolt

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Gunship Build
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New Razorback
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FREE INSIDE



Part 9
16 page
guide

- M.F.11 Shorthorn
- Antonov A-26
- International AMX
- **Profile** - Grumman J2F Duck

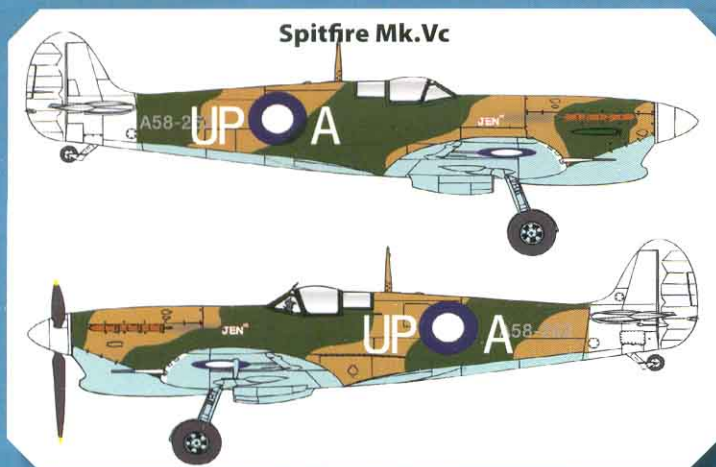
Squadron



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WARRIORS

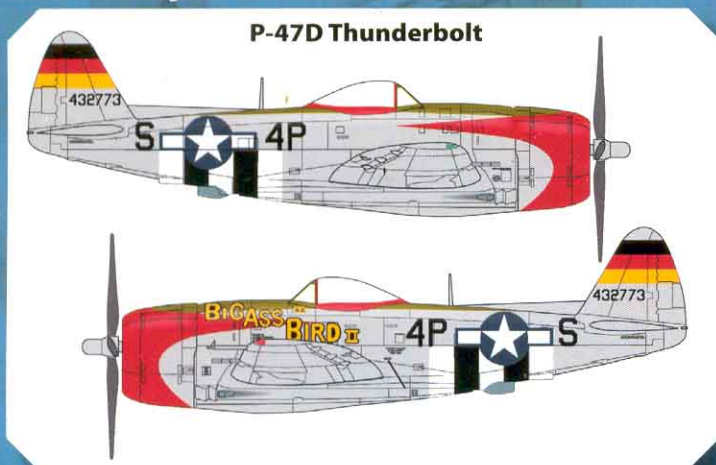
New Releases



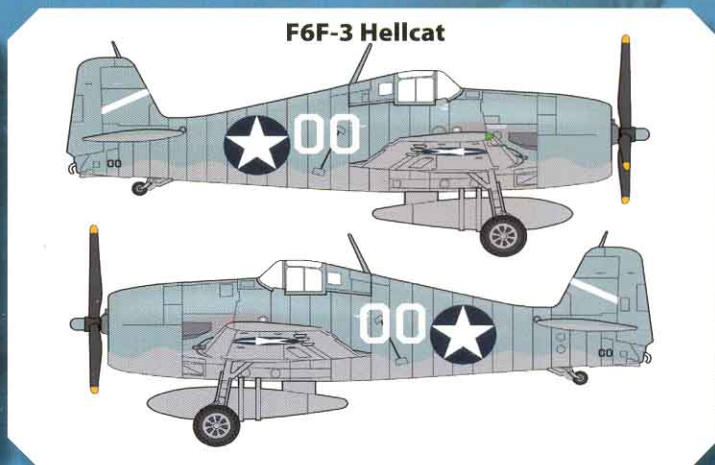
British Spitfire Mk.Vc UP-A "JEN III" 79th Squadron ~ A58-262, 1944. Spitfire Mk Vc with the code "UP-A", designated 79 Squadron and "A" the flight. About 250 of these variants were shipped to Australia for use by No. 1 Wing of the RAAF. The "C" in the name referred to the new four 20mm cannons that were carried on the wings. Scale 1:72. P/N DR50167



Messerschmitt Me262A-2a Bomber, 9K+BN, 5./KG(J) 51 "Edelweiss", Schwabisch Hall 1944. The most advanced fighter of the Second World War, but to few Messerschmitt Me262s were deployed by the Luftwaffe at too late a stage to affect the course of the air war over Europe. Scale 1:72. P/N DR50190



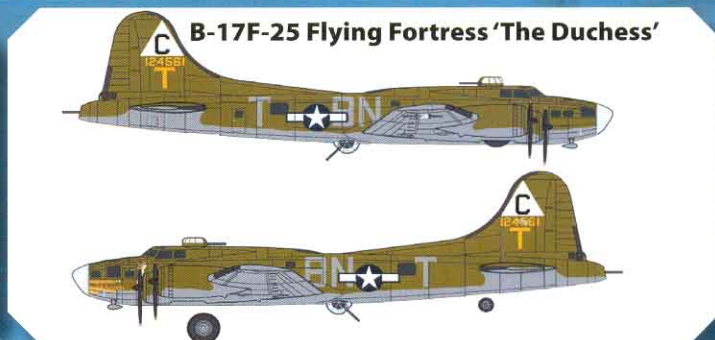
P-47D-40-RA Thunderbolt "Big Ass Bird II" Howard M. Park, 9th AF/406th FG/513th FS, 1944-45. The American Republic P-47 Thunderbolt, also known as the "Jug," was the largest single-engined fighter of its day. Scale 1:72. P/N DR50203



F6F-3 Hellcat, "White 00" CVAG-5 USS Yorktown, May 1943. Dragon Warbirds' brand new 1/72 scale replica is of Commander Flatley's "White 00" F6F-3 Hellcat as it appeared during his tour aboard the USS Yorktown. Scale 1:72. P/N DR50240



JP-47D "Dallas Blonde", 319th FS 325th FG, "White 81" ~ Lt. Don Kearns. "Dallas Blonde" has the unique checkerboard livery on the engine cowling flaps and tail, plus the "Dallas Girl" artwork. Scale 1:72. P/N DR50274



B-17F-25 Flying Fortress "The Duchess" 358th BS, 1944 ~ 1st B-17 in Dragon Warbirds. This B-17F-25 model is christened "The Duchess", as flown by the 358th Bomb Squadron of the USAF in 1944. Scale 1:144. P/N DR51003



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Scale
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 International

Big, Bad, & Beautiful

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MPM Competition

883 2 kits to win

Another exciting month for kit releases in all scales. 1/32 enthusiasts, of whom there seems to be a growing number, have been particularly blessed, with the arrival of both the Hellcat and the P-47D from Trumpeter. Stars of the show this month in 1/72 are the Revell Draaken, UM's Pe-2s, the latest B-26 from Hasegawa, and a new Sea Fury, again from Trumpeter, while in 1/48 it's been a more reflective month, with Minicraft's neat Cessna 172 and the re-issue from Revell of the F-105 Wild Weasel being the chief talking points.

News, of course, generally focuses on things that haven't happened yet. There is the usual buzz throughout the industry, and as summer draws to a close and show time approaches we expect to have some extra special things to occupy the long winter evenings. MPM's big P-39 looks interesting, and the promise of a 1/144 C-17 from Anigrand has had the Editor guiltily contemplating his growing pile of Galaxys and wondering whether he should go for the RAF option or wait until the USAF kit reaches the shelves. With a C-133 in the same scale heading this way, and Minicraft's latest DC-8, releases including a CIA spyplane, it has been a particularly good News month for Scaling Down.

And a good month for all of us. Here is the News...

The One with the Duck

EDITORIAL

Following the warm reception our inaugural *Modellers Profile* received last month, we are pleased to present, in this issue, the Grumman Duck, a machine that falls precisely into the category at which the series is aimed, being neither too obscure as to excite little interest, nor too well-documented to be worth including as a brief reference for those interested in commencing a project on the type. Thanks for all the letters received following the start of the series. Space has precluded running them all in this issue but we will certainly be happy to hear from anyone offering comments or criticism, as well as suggestions for future issues. Anyone putting forward the Blackburn Skua, the Fairey Gannet or the Fiat G.91 may look ahead with optimism, although attempts will be made to avoid personal bias where humanly possible.

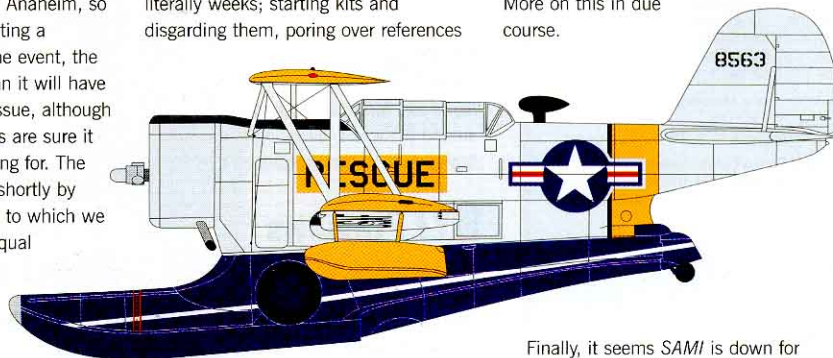
This issue went to print barely days before the US Nationals in Anaheim, so although we intend presenting a comprehensive report of the event, the vagaries of publishing mean it will have to appear in our October issue, although our on-the-spot researchers are sure it will have been worth waiting for. The US show will be followed shortly by the E-day event in Prague, to which we are looking forward with equal anticipation. Given the amount of product we all currently soak up from the Czech Republic – Eduard, MPM, CMK to name but a few – this event is sure to include a few eye-openers, and as with the US Nationals, we will be offering full coverage at the earliest opportunity allowed by our print schedule.

On the home front, as the run up to the Telford show commences, the traditional activities of an English Summer have apparently been resumed following a freak break in the weather, although as most of us will have been



cloistered in the Workroom attending to more urgent matters, we may not have noticed the sun shining. With so many superb new releases to choose from, some modellers of our acquaintance have been agonising over which project to choose for the Telford competition for literally weeks; starting kits and disregarding them, poring over references

teenage daughter unable to decide what to wear to the village disco. Agonies of indecision. Trumpeter or Eduard? MPM or Revell? What shall I wear to the ball? This leads us on to one of the biggest problems that confronts many of us on a regular basis – what shall I build next? More on this in due course.



and past issues of *Model Aircraft Monthly*, rummaging through heavy boxes of decals and accessories and trying to cram resin cockpit sets into fuselage parts for which they were never designed.

Having personally cast aside a dozen different kits as being either unsuitable or unfinishable within the remaining time span, the modelling room is beginning to resemble the bedroom of a

Finally, it seems SAMI is down for another weekend at Duxford, so we'll look forward to answering your queries and passing your complaints up the line to Group Editor Mr. Neil Robinson at the Air Show on September 8th and 9th, where we will not only have Mr. Andy Evans' new *Sea Harrier Datafile*, which is on sale now, but hopefully some further new products as well.

See you all there. ■
Gary Hatcher
Editor, SAMI

Signals at Go!

SQUADRON

This month we include Part 9 of our new 12-part *World of Flight Aircraft* Guide giveaway, sponsored by Squadron MMD. This month's Guide is devoted to that perennial favourite of modellers, the Messerschmitt Me 109.

The *Guide* has been compiled in conjunction with our readers' survey, and is intended as a guide to modelling the top 12 most popular aircraft types as voted by yourselves. Taking the form of a digest of currently available kits and accessories, and illustrated not only with samples of merchandise, but also one of a series of specially commissioned features by modellers from 12 different



nations, the *Guide* constitutes a distillation of all the best from SAMI's

review pages with respect to the aircraft concerned.

Aimed at model builders, rather than collectors, each part will help the modeller to identify what is current in the marketplace, and given their association with all the best products around, across the whole spectrum of the hobby, we can't think of a better sponsor than Squadron with which to have it linked. ■

Free next month – Part 10:
B-17



MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw August

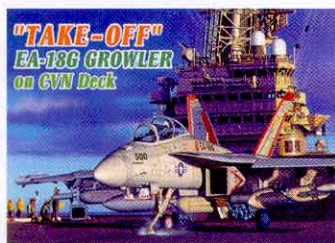
Mr Bates, UK – Book
Mr Rocaway, USA – Book
Mr Thompson, UK – Kit

Entry to the monthly prize draw is FREE to all subscribers.

More Little Hornets

DRAGON

Don't you just love it when you can add another sub-variant to a growing collection! This reissue of Dragon's very nice 1/144 two-seat Super Hornet kit includes additional parts and decals to enable you to build it as the original EA-18G 'Growler' prototype, together with a carrier deck diorama base, tractor, fire engine, and deck crew figures. While a little bit of work will be required to update the kit to production EA-18G status, the prototype markings are very



colourful and will make a nice addition to your expanding line up of F/A-18 Es and Fs. ■

Corsairs for Courses

ACCURATE MINIATURES

Two new releases are in the offing from Accurate Miniatures for September - A P-400 Airacobra (#0407/US\$29.99) with markings for an aircraft flying from Henderson Field on Guadalcanal, and an



F2G Super Corsair (#0409/US\$44.99) depicted in racing colours as *Miss Port Columbus*. The Airacobra features over 100 injected parts, while the F2G includes resin parts and vacform canopies and is presumably based on the Special Hobby tooling. ■

At a Glance

NEW IN SEPTEMBER

Our monthly round-up of some of the new releases brought to our attention. Once again a healthy proportion of new toolings can be found in among the reissues.



A Model	#01972	1/72	A-50 AWACS	£146.99
A Model	#09972	1/72	Myasishchev 3M-T 'Atlant'	£146.99
A Model	#14406	1/144	C-123J Provider	£9.99
A Model	#14419	1/144	XC-8A Buffalo	£13.10
A Model	#72142	1/72	Petlyakov Pe-8 with AS-2 Starter Truck	£54.25
Academy	#12104	1/32	F/A-18C Hornet 'Chippy Ho'	£89.00
Academy	#12413	1/72	Boeing B-29 Superfortress Korean War	£27.99
AMC Models	#01	1/72	Spitfire Mk.IX floatplane	£13.75
AML	#72041	1/72	Mirage IIIC in foreign service	£12.99



Anigrand Craftwork	#4003	1/144	Convair YB-60	£51.20
Avis	#72006	1/72	Henschel Hs 123B-1	£14.99
AZ Models	#72025	1/72	Hawker Hart B.4 Finnish Air Force	£14.65
AZ Models	#72026	1/72	Hawker Hart B.4A Swedish Air Force	£14.65
AZ Models	#72029	1/72	Avro 626 'Prefect'	£14.65
AZ Models	#72030	1/72	Avro 626/Tatra T-126	£14.65
Dragon	#3538	1/35	Bell UH-1D Huey	£29.99
Dragon	#5012	1/72	AR 234B Nachtigall	£13.99
Dragon	#5030	1/72	P-38J 'Droop Snoot'	£16.50
Eduard	#8171	1/48	Fw 190A-6	£21.60

continued...

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SAM PUBLICATIONS

NEW IN SEPTEMBER

...continued

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Hasegawa	#00848	1/72	F-4C/D Phantom II Bicentennial	£17.99
Hasegawa	#00849	1/72	Tornado F Mk.3 Operation Telic	£17.99
Hasegawa	#00851	1/72	Kawasaki Ki-45 Toryu Nick	£16.99
Hasegawa	#00857	1/72	F/A-18F Super Hornet VFA-154	£12.99
Hasegawa	#00858	1/72	F-4J Phantom II VF-31 Tomcatters	£14.99
Hasegawa	#025	1/48	Re-released! F-8E Crusader	£19.99
Hasegawa	#08172	1/32	Fw 190A-7 Bar	£24.99
Hasegawa	#09733	1/48	Messerschmitt Bf 109E Nightfighter	£16.99
Hasegawa	#09742	1/48	Messerschmitt Bf 109E-10 End of War	£16.99



Hasegawa	#09743	1/48	Hs 129B-2 Schlachtgeschwader 2	£16.99
Hasegawa	#09744	1/48	Kawasaki Ki-61-1 Koh/Otsu Hien Tony	£17.99
Hasegawa	#09745	1/48	Fw 190A-4 Jagdgeschwader 1	£17.99
Hasegawa	#09746	1/48	Messerschmitt Bf 109E Hahn	£16.99
Hasegawa	#09748	1/48	Nakajima B5N1 Type 97 Kate	£16.99
Hasegawa	#09751	1/48	Mitsubishi F-1	£18.99
Hasegawa	#09753	1/48	P-40K Warhawk 64th Fighter Squadron	£16.99
Hasegawa	#09754	1/48	Macchi C.205 Veltro ANR	£16.99
Hasegawa	#09756	1/48	TF-104G Starfighter Italian Special	£17.99
Hasegawa	#E27	1/72	B-26F/G Marauder	£21.99
Hasegawa	#P001	1/72	Yakovlev Yak-3	£7.99
Hasegawa	#P002	1/72	Macchi MC.202 Folgore	£7.99
Hasegawa	#P003	1/72	Focke Wulf Fw 190A-8	£7.99
Hasegawa	#P017	1/72	Messerschmitt Bf 109G-6	£7.99
Hasegawa	#P019	1/72	Morane Saulnier MS.406	£7.99
Hasegawa	#P021	1/72	P-51K Mustang	£7.99
Hasegawa	#P024	1/72	F4F-4 Wildcat	£7.99



ICM	#48123	1/48	Mustang Mk.III	£11.99
Italeri	IT1113	1/72	Caproni CA311	£9.99
Karaya	#72010	1/72	Blackburn Blackbird (early)	£31.20
Karaya	#72019	1/72	Supermarine Sea Lion II	£24.50
Kora	#72096	1/72	Avia S-199 Mule National Security Corps	£22.90
Kora	#72099	1/72	Me 209V-6	£22.90
Kora	#72101	1/72	Saab B-18B	£40.20
LF Models	#48009	1/48	Fiat G.56	£55.10
LF Models	#72085	1/72	Piaggio P32 II series Italian bomber	£55.10
Mach 2	#7238	1/72	Bell X-1A/B	£15.99
Mach 2	#7239	1/72	Bell X-1E	£15.99
Mach 2	#7240	1/72	Bell X-2	£15.99
Mach 2	#7244	1/72	Douglas D-558-2	£15.99
Minicraft	#11635	1/48	Cessna 172 with wheels	£17.99
Minicraft	#14524	1/144	Lockheed C-130 Hercules US Coast Guard	£21.99
Minicraft	#14530	1/144	Douglas DC-4 American Airlines	£13.99
Minicraft	#14535	1/144	L-1049G Eastern Air Shuttle	£10.99
Minicraft	#14536	1/144	Boeing 727-200 Western Air Big 'W'	£14.99
Minicraft	#14537	1/144	Lockheed AC-130H Gunship	£21.99
Minicraft	#14543	1/144	Douglas DC-8-63 Eastern Airlines	£27.30
Minicraft	#14544	1/144	Douglas DC-8-73 Southern Air Transport	£27.30



Omega Models	#72266	1/72	Mikoyan Ye-50	£50.70
Omega Models	#72288	1/72	R.E.P. 1912	£34.40
Omega Models	#72289	1/72	Nieuport-DUKS Ni-XXI	£38.40
Omega Models	#72300	1/72	Maurice Farman MF-XI	£38.40
Omega Models	#72307	1/72	Martinsyde F-4A	£34.50
Omega Models	#72308	1/72	Martinsyde F-4 Zagorski	£34.40
Omega Models	#72311	1/72	Maurice Farman MF-XI	£28.80
Omega Models	#72312	1/72	Nieuport Ni XXI	£38.40

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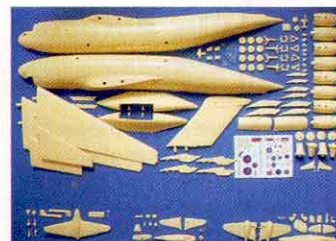
A New Lease

ANIGRAND

Absolutely delightful news from Anigrand is the impending arrival of their 1/144 Boeing C-17 Globemaster resin kit. Two issues are due, with the first being a much longed-for RAF version, complete with decals and an additional three 'early British jets' kits. No official announcement as to the identity of these three bonus kits has as yet been given, but a look at the parts on the Anigrand website suggest that they will be a Meteor, a Vampire and something that looks like a Gloster Pioneer of some type. All three are included on the decal sheet, and there seem to be clear resin transparencies provided for both these and the C-17.

The kit appears to have resin parts for the main gear legs, and it is to be hoped that these will prove strong enough to support what must surely be a fairly heavy piece of resin once assembled.

The first C-17 was delivered to the RAF in 2001, under a leasing arrangement, which has so far precluded any kind of official RAF designation being given to the type. Four machines were delivered in 2001 under a seven-year agreement, which also has an end-of-lease purchase option. In 2006, a fifth aircraft, to be delivered in 2008, was ordered and the purchase of the first four aircraft in 2008 was confirmed. This makes the C-17 an important and



integral part of any modern RAF collection, and it will sit nicely next to your Airfix VC-10 and Minicraft Hercules, once RAF decals are available.

The USAF kit, a C-17 GlobeMaster III in USAF Charleston AFB markings we are advised, will include three secret bonus kits of US transport aircraft. The identities of these are still a well-kept secret, but appetites at Scaling Down are certainly whetted, as we have developed a taste for big MACs of late.

Kit price is US\$98 plus US\$18 shipping direct from Anigrand, and UK Importers Hannants will be selling them at £64.30.

Subsequent releases from Anigrand will include a 1/72 Convair XA-41 High-performance dive bomber, and a 1/144 Tupolev Tu-126 'Moss' Soviet AWACS platform, both due in late August. ■

The AM the PM the FM too

FM

FM's 1/48 Hampden (#6056/ETBA) has now gone into production, and we hope to get our hands on one soon! Future projects look very interesting, and the next arrivals we can expect from this source look to be an SE 212 Durandal – post-war French delta-wing prototype – and following on in due course a Handley Page Halton. This will be a



complete Halifax kit, with new fuselage halves and various additions. ■

School's Out

AZ

More new kits are on the way from AZ, focussing on vintage types, and offering further choices to fans of the inter-war RAF. The Avro Prefect, following on from the exquisite Tutors, will be high on many shopping lists at the forthcoming conventions. New releases include:



- #72025 1/72 Hawker Hart B.4 Finnish Air Force on wheels £14.65
- #72026 1/72 Hawker Hart B.4A Swedish Air Force on skis £14.65
- #72029 1/72 Avro 626 Prefect £14.65
- #72030 1/72 Avro 626 Prefect/Tatra T-126 £14.65
- #72014 1/72 Aero Ae-1 £12.55 ■

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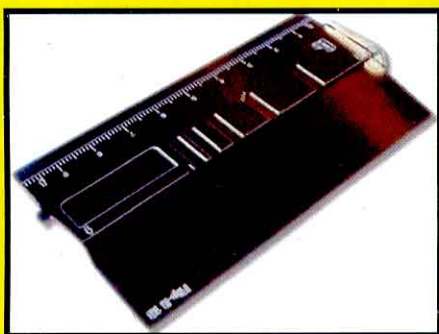


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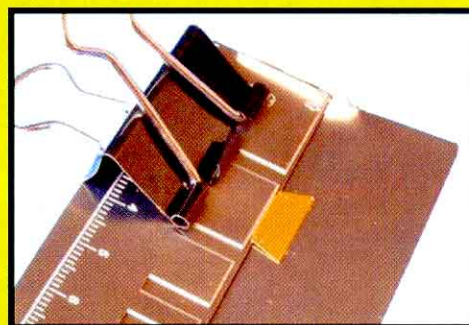


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Omega Models	#72315	1/72	Caudron C.59	£28.80
Planet Models	#16072	1/72	GAL-58 Hamilcar X	£60.70
Proteus Models	#004	1/72	Convair CV-580 Aspen	£71.99
Proteus Models	#007	1/72	Convair C-131H	£71.99
Revell	#4220	1/100	SUD SE.210 Caravelle	£6.99
Revell	#4352	1/72	Saab J-35 Draken	£8.99
Revell	#4504	1/48	F-105G Thunderchief Wild Weasel	£14.99
Revell	#6624	1/100	Tornado IDS	£4.99
Revell	#6626	1/100	F-18F Hornet	£4.99
Roden	#426	1/48	RAF BE.2C	£18.99
Roden	#613	1/32	Pfalz D.III	£34.99



RVHP	#7182	1/72	Raytheon/Beech 350 Super King Air (Ambulance)	£49.80
RVHP	#7183	1/72	Raytheon/Beech 350 Super King Air (CAAC)	£49.80
RVHP	#7184	1/72	Raytheon/Beech 350 Super King Air (FCS)	£49.80
RVHP	#7185	1/72	Raytheon/Beech 350 Super King Air (D-COLA)	£49.80
RVHP	#7186	1/72	Raytheon/Beech 350 Super King Air (VH-FIX)	£37.40
RVHP	#7187	1/72	Raytheon/Beech 350 Super King Air (SWISS)	£37.40
RVHP	#7188	1/72	Raytheon/Beech 350 Super King Air (Austria)	£37.40
RVHP	#7189	1/72	Raytheon/Beech 350 Super King Air (Japan)	£37.40
Trumpeter	#02225	1/32	Grumman F4F-3 Wildcat late version	£29.99
Valom	#72026	1/72	Yak-PVRD/Yak-7B	£15.50
Welsh Models	#144V	1/144	Bristol 170 Freighter Mk.32	£13.95
Welsh Models	#174P	1/144	Canadair CL-44-D4 Seaboard World Airline	£35.20
Welsh Models	#176P	1/144	Canadair CL-44-Guppy HeavyLift Cargo	£35.20

The Emperor's Things

CHOROZY

New releases from the prolific Poles this month have focussed on Japanese



aircraft, with two kits of the Nakajima Ki 115 (#A178/ETBA) and the Experimental 7-Shi reconnaissance seaplane AB-6 (#B90/ETBA). ■



Weathering the Storm

CMR

As one might expect, CMR have a very busy schedule, and we have been sent some interesting images of forthcoming releases. Next out in the never-ending Spitfire series is the Mk VIII in RAAF service (#179/ETBA), with a New Zealand version coming out later (#180/ETBA). The Hawker Typhoon NF IB Night Fighter (#181/ETBA) is also nearly ready, while the popular 1/72 glider series will continue to expand with three new issues: the Laister Kaufman TG-4 (#G29/ETBA), the Pratt Read LNE-1 (#G30/ETBA) and the LET L-13AC/TG-10C Kestrel (#G31/ETBA).

CMR have upgraded the Typhoon Mk.Ib Early version (#172/£23.99), enhancing the fuselage and adding the etched set with cockpit details and a



canopy mask.

CMR have been good enough to respond to Ivor Ramsden's review of the original issue of this kit. The problem with the type is that there are almost no good and accurate drawings on the Typhoon Ib available. CMR's Petr Buchar has made a major effort to search for some useful photographs showing the Typhoon fuselage in detail, and professes himself surprised to learn that so little material exists, even in British sources. The upgraded kit is now distributed with the revised fuselage, etched parts and masks, and by all accounts our review sample was one of only a handful that went out of the CMR factory before the error was rectified. The corrected fuselage is now included with the Typhoon prototype/Mk Ia (#159/£23.99) kit. ■



Trucks and Tractors

ACCURATE ARMOUR

With many readers seemingly enjoying a greater diversity in what they build – especially with armour and aircraft leaping across the scales to join each other – it seems meet to add an occasional word on products available to enhance your aircraft builds. Sometimes simply posing a vehicle next to an aircraft can add a sense of scale and depth for a viewer, and with the many 1/72 and 1/48 kits now available there is plenty to choose from.

Modellers enjoying the 1/48 Vehicles from Accurate's Airfield range will be pleased to note that the following projects are on the drawing board:

- K48007 AEC 6x6 2500 Gallon AVTUR refueller with booms (RAF)
- K48008 AEC Matador 4x4 Flat Bed cargo truck (RAF)



- K48009 Bedford QL 4x4 950 Gallon AVTUR (Late) refueller (booms) (RAF)
- K48010 AEC Matador Gun Tractor (RAF & Army)
- K48011 Scammell SV/2S Heavy Recovery Tractor (RAF & Army)
- K48012 Bedford QL 4x4 950 Gallon refueller (Early pattern RAF/ARMY)
- K48013 AEC 6x6 2500 Gallon AVGAS (Late) refueller with booms (RAF)
- K48014 3.7" HAA Gun ■

SATs CAPs and Sentries

MINICRAFT

Minicraft kits are currently being imported into the UK by Hannants, and recent new arrivals have included not only the two C-130s, but also the latest variants of the DC-8. Minicraft have chosen a particularly interesting option for one of these, including markings for a CIA-operated transport machine attributed to 'Southern Air Transport.' Southern Air



Transport, based in Miami, Florida, was best known as a front company for the Central Intelligence Agency. It was founded in 1947 and became a subsidiary of the CIA's airline network, the Pacific Corporation. SAT's Pacific Division supported the US war effort in Southeast Asia. This nice choice will make the kit a



viable prospect for those modellers of military subjects who secretly hanker after airliner kits. It's a beautiful set of parts – so go on, treat yourself!

Future releases include the next pair of C-130s, and this series looks set to run and run. Look forward to the Blue Angels Support Aircraft (#14570/ETBA) and the USAF Transport (#14581/TBA) in 1/144. Also in the small scale, the E3 Sentry (#14526/ETBA) has been promised for 2007, and is announced as a new tooling. IN 1/48 we can expect the Cessna 172 to appear soon with CAP markings (#11646/ETBA), and the Gulfstream III-C-20B (#11636/ETBA), which will also appear in a US military guise ■

Stop Press

CLASSIC AIRFRAMES

Drop everything! The latest Canberra to arrive from Classic A is a night-intruder B-57 (#4141/US\$77). Details are to be announced, although hopefully, by the time you read this, we will have had an opportunity to examine one in great depth at Anaheim. ■



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S6b £25 £19.99 9003 1/72 C130 Hercules RAF/RNZAF RAAF £24.99 £19.99	BHC 1/144 BAC SRN4 Hovercraft £24.99 £19.99 10280 1/72 E Boat £30 £23.99 10301 V.E. Day Starter Set £29.99 £23.99 10999 BBMF Lancaster, Spitfire & Hurricane £19.99 £15.99 12201 1/400 Kriegsmarine 11 ships: Torpedo Boat, Destroyer U-boat 2, Minesweeper & 6 E-boats £40 £31.99 12301 Road to Berlin set: 25lb Gun + Quad, Stug III, Sherman, T34, Command Post & Pontoon Bridge, German & Russian Infy, US + British paras £39.99 £31.99 14003 1/24 P51K Mustang RAF RCAF/RAAF/USAF £45 £34.99 18003 1/24 Harrier GR3 £57 £44.99 20001 1/24 BAe Sea Harrier FRS1 £74.99 £49.99 D5518 1/48 Junkers Ju188 Night Fighter £29.99 £24.99 D3201 1/32 RAF P51D Mustang £29.99 £23.99 D3023 1/35 SBS & Kayak £3.25 D6014 1/35 German Tank Crew 1944 £4.99 £3.25 D7055 1/700 Type 42 HMS York £17.99 £13.50 80443 Heller Breitling Orbiter Balloon £11.99 £5.99 81201 1/650 Eiffel Tower £12 £8.99	084 1/72 Bell 412 / Griffon £7 £5.99 094 1/72 Spitfire mkIX £3.99 £3.25 1065 1/72 MH-53E Sea Dragon £8.50 £6.99 1211 1/72 Hawk 100 £4 £3.25 1248 1/72 Merlin HMA1 £10 £7.99 2666 1/48 MH-60K Blackhawk £12.99 £10.50 1253 1/72 Hudson £10.99 £8.99 2657 1/48 Ilyushin IL2 Sturmovik £18 £13.99 2660 1/48 F7F Tigercat £18 £13.99 2647 1/48 ACH-47A Chinook £27.99 £22.50 2653 1/72 CR42AS + Ref. Book £16.99 £12.99 2656 1/72 A20B Boston III £16.99 £13.99 1252 1/72 Vickers MkX Wellington £10.99 £8.99 6444 1/35 Crusader III AA Mk III £14.50 £11.50 AF3513 A.P. 35 Club 1/35 Scimitar £19.99 AF358-02 A.P. 35 Club 1/35 Scorpion £19.99 D6283 1/35 M4A38 Sherman £26 £14.99 D6323 1/35 Sherman Firefly £29 £22.99 D6329 1/35 M2A1 w/metal parts £30 £23.99 35284 1/35 French UE Carrier £17.50 £15.75 35041 1/35 M3 Grant Ltd £14.99 £11.50 35175 1/35 Bren Gun Carrier £11.99 £8.99 2163 HO New York Central Hudson 4-6-4 £14.99 £9.99	3073 1/16 Kubelwagen Type 82 £80 £39.99 3220 1/76 Char B1 & Renault FT17 £4.99 £3.99 3223 1/76 Humber mk2 Armoured Car £3.99 £3.25 3225 1/76 LRDG Jeep & 30cvt Chevrolet £6.99 £5.99 3211 1/76 Sherman Firefly £3.99 £3.25 3227 1/76 Monty's Caravan £6.99 £5.99 4138 1/72 Hurricane Mk.IIb £3.50 £2.99 4133 1/72 Mustang Mk.III £3.50 £2.99 4176 1/72 Tempest Mk.V £3.50 £2.99 4052 1/144 Boeing B52H £14.99 £9.99 4306 1/72 He177 Greif & HS 293 £11.25 £9.99 04727 1/32 Hawker Hunter F6 £24.99 £19.99 04352 1/72 Saab Draken £9 £7.50 4504 1/48 F105 Wild Weasel £15 £11.99 4309 1/72 D.H.2 De Havilland £2.99 £2.50 4317 1/72 Typhoon £9 £6.99 4568 1/48 Typhoon £15 £11.99 4326 1/72 HF Victor £14.99 £11.99 85-5085 1/72 Space Shuttle BIG! £39.99 £32.99 4364 1/144 Boeing E3 AWACS £9 £4 4383 1/72 Bv222 £24.99 £19.99 4529 1/48 Liberator B24D £35 £24.99 4556 1/48 F-5E £9.99 £7.99 85-5239 1/48 Spitfire Mk.II £10.99 £8.75 4574 1/72 Fokker D.VII £8 £4.99	4575 1/32 Apache £25 £12.50 4588 1/48 Phantom FGR2 £23 £14.99 4701 1/32 Lightning P38/JL £17 £10.99 4702 1/32 Me Bf109K4 £20 £15.99 4740 1/32 P51b Mk.III Mustang £15 £11.99 4784 1/32 Martlet V £15 £11.99 4805 1/96 Saturn V Ltd £60 £47.99 5031 1/720 Massachusetts £6.99 £3.50 5215 1/570 Titanic 18.5' £15 £11.99 7397 1/24 Jaguar XK120 £15 £11.99 64620 1/72 Ju87 Stuka Set w/paints £14 £6.99 04221 1/144 Antonov An124 Condor £20 £15.99 4039 1/144 Hunter FGA9 £2.99 £2.75 04387 1/72 FW200 Condor £14 £11.50 04394 1/72 Halifax III £13 £9.99 04712 1/32 Tiger Moth £15 £11.99 04780 1/32 Supermarine Seafire 1b £15 £11.99 60306 1/32 MDD F-4J Phantom £69.99 £59.99 61032 1/48 Spitfire Mk.1 £16 £11.99 61067 1/48 Bristol Beaufighter TF Mk.X £15.50 TM02808 1/48 Vickers Wellington 1c £49.99 TM02414 1/24 Hawker Hurricane Mk.I £59.99 £53.99 TM02826 1/48 Hawker Sea Hawk Mk.IV £19.99 TM02826 1/48 Westland Wyvern S4 £24.99
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SAE / PHONE FOR ILLUSTRATED LISTS

Talking About a Revolution

IWATA

by Gary Hatcher

Regular readers will recall our recent look at the Iwata Eclipse airbrush, and this has rapidly become a favourite for many modellers, due both to ease of use and of cleaning, and also its responsive handling that allow the user to attempt schemes that would have been beyond their scope with another brush.

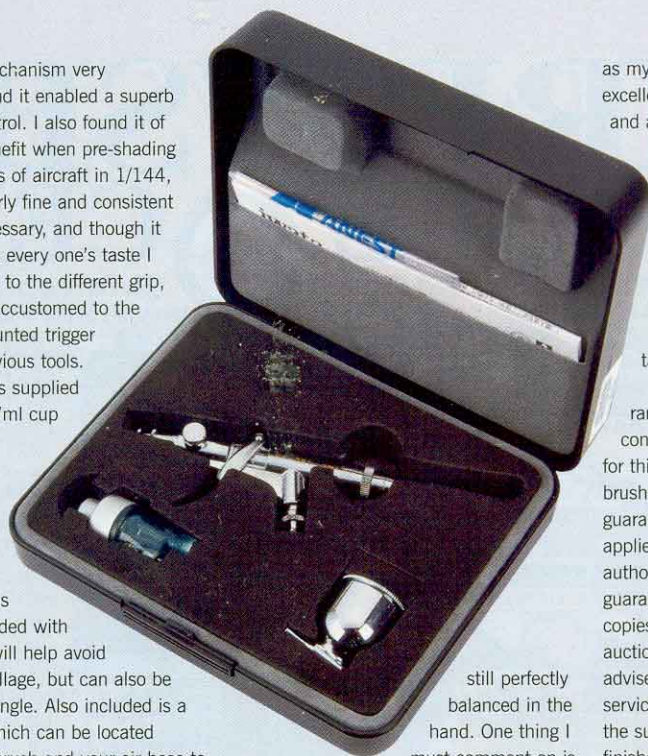
Just received from the Airbrush Company is the latest addition to the Iwata family, the Revolution TR-1. Unlike the Eclipse this is a single action airbrush where you preset the needle to get the thickness of line you require. This can be from as small as 0.3mm up to a large 25mm, making this particular tool suitable for obtaining all kinds of patterns, including a consistent squiggle effect for Luftwaffe camouflage, something frequently attempted but seldom with any degree of success.

Perhaps the most striking and obviously different aspect of the TR-1 is the unique trigger control. Like most single action brushes you have a trigger to control the amount of airflow, but unlike others the TR-1 has a lever on the bottom of the brush that is squeezed in much the same manner as a pistol. I

found this mechanism very responsive, and it enabled a superb degree of control. I also found it of enormous benefit when pre-shading the panel lines of aircraft in 1/144, as a particularly fine and consistent flow was necessary, and though it may not be to every one's taste I soon adjusted to the different grip, having been accustomed to the usual top-mounted trigger action on previous tools.

The paint is supplied from a large 7ml cup mounted on either the left or right hand side, and a useful addition is that this cup is not only provided with a lid, which will help avoid accidental spillage, but can also be tilted to any angle. Also included is a water trap, which can be located between the brush and your air hose to ensure perfectly dry air is reaching the TR-1, which will help to ensure a good finish.

Like all Iwata brushes that I have tried this is a really high quality product that has a nice weighty feel but is



still perfectly balanced in the hand. One thing I must comment on is how easy it is to strip down and clean.

This is important as a dirty brush will not only lead to poor results, but also to time out of service while awaiting spare parts or repair.

I am currently using Lifecolor acrylics

as my front line brand, and it responded excellently with these. The fine action and accuracy it enables has not only improved my paint finishing, but the resulting control of overspray has also enabled me to reduce the amount of time spent masking a model prior to touching up small areas, or other tasks that had hitherto involved an hour or so of cursing over a roll of tape and a scalpel.

Revolution single action brushes range from £89 for the more conventional top trigger up to £169 for this top of the range TR-1. All Iwata brushes come with a full 10 year guarantee but be advised that this only applies to those purchased from authorised dealers. Needless to say this guarantee will not cover any of the copies currently available from some auctions sites online. Readers are advised that given the many years of service a good airbrush can give – and the subsequent improvement in your finished results, there are no corners worth cutting.

The TR-1 can be recommended as a versatile and user-friendly piece of equipment. Full details, and the entire Iwata range can be viewed at www.airbrushes.com

On the Shelf Soon...

ACADEMY

Some new boxings from Academy are at last showing signs of imminent release. The 1/72 Me262A-1a (#12410/ETBA) is expected in September, while both the F-8J Crusader re-issue (#12412/£12.75) and the B-29A Korean War Superfortress (#12413/£27.99) will be available by the time this bulletin goes to print. New



material from Academy is always well-received, usually easy to find, and generally good value. The F-8 in particular features some excellent markings options. ■

Over the Hump

RODEN

Roden have notified us of two forthcoming releases. The first is the latest in the superb 1/72 Sopwith Camel series, and this time depicts the Comic Interceptor (#051/£6.99). This brings the set up to six, and for a brief recap, variants now available include:

- #040 Sopwith Camel F.1 £7.50
- #044 Sopwith Camel 2F.1 £7.50
- #051 Sopwith Camel 'Comic Fighter' £0.00
- #052 Sopwith Camel TF.1 £6.99



- #054 Sopwith F.1 Camel two seat trainer £6.99
- #053 Sopwith Camel F.1 w/Bentley Engine £6.99

In 1/48, the Junkers D.I late (#434/TBA) is finally on its way. ■

Dornier Dare

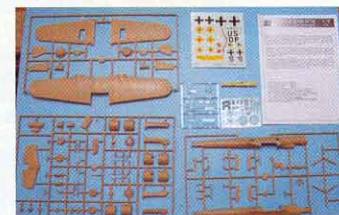
RS MODELS

New kits much admired in Nuremberg earlier this year included some 1/72 Do 17s from RS. New out from the company now are three 1/72 issues, including two very attractive options for the Avia B-135, and an early war Do 17M:

- #9224 Avia B-135 (Czechoslovakia, Luftwaffe) £21.25



- #9225 Avia B-135 (Bulgaria, Luftwaffe) £21.25
- #9227 Dornier Do 17M 'Poland 1939' (Luftwaffe, Romania) £24.80 ■

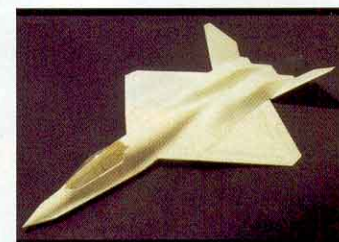


Zactofacts

ZACTOMODELS

News from Zactomodels, manufacturers of 1/32 accessories, and everything you ever wanted for your Trumpeter Su-27. The website has re-opened, and the company is now taking orders for Su-27 parts. The A-7 kits are ready to be released, and just awaiting for the photo-etch parts to arrive.

Progress should soon continue on the 1/32 YF-23 kit, as well as further correction and detail sets in 1/32.

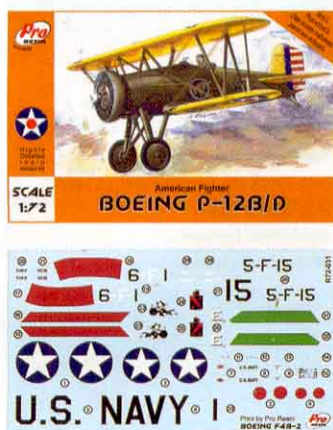


Requests and suggestions are always welcome! Check out Zactoland at www.zactomodels.com ■

Spinning Jennies

OLIMP

Following our report on the potential release of a Douglas TBD-1 Devastator from Olimp, we have received very sad news from the manufacturers, which has not only jeopardised the release of this particular kit, but has also cast a shadow over the company's programme of injection-moulded releases in general. Olimp now inform us that all their plastic moulding equipment, with unfinished manufacturing projects, including tools for the Devastator and the Thomas Morse S.4, were stolen from their Plastic Manufacturing Facility in Odessa. This also means that the entire range of kits for the Curtiss Jenny, which Olimp has now sold out of, is out of production pending a resolution to the crisis. This means that the Jennies are now highly



Correction

EGG ON FACE

Oops. Once again the dreaded egg on face syndrome has assailed the review team. This time we have accidentally credited the Italeri reissue of the Accurate Miniature's Shturmovik to Mike King, when in fact it was built by fellow reviewer Chris Hall. Mike of course recently did the Eduard boxing for us.

Apologies to both parties, and henceforth the minions responsible for



desirable items, so if you have one, build it quickly, and if you see one for sale, grab it now! Olimp say they have a very limited quantity of Curtiss P-6E Hawk kits left, so these too are worth stocking up on if yellow wings are to your taste. The rest of their products are resin kits and they will continue moulding them. For a complete list and a look at what is currently available, take a look at the website at www.olimp.com

It is possible that the injection moulding equipment will have passed out of the aircraft kit moulding industry, and the moulding forms are more than likely destroyed as no manufacturer is liable to be reckless enough to try and market either the Jennies or the Devastator.

This is a big loss to the modelling public, as Olimp's injected releases have been very fine, and their resin kits, many of which are unique in their subject matter, are well worth taking a look at.

We sincerely hope that Olimp are able to recover the stolen materials, and in the meantime wish them all the best and advise modellers to snap up their kits at every opportunity. ■



filing copy in the correct pigeonholes will be notified as to the potential of the Editor's wrath should such mishaps occur again on his watch. ■

Testing Times

EDUARD

It seems to have been a busy summer for the team at Eduard. Following the almost overnight sell-out of the Limited Edition Mirage 2000D/N they have expended a deal of effort obtaining further supplies, and readers will be pleased to learn that a further stock should be available in October or November.

On the Bf 110 front, the first test shot has been built up. The model illustrated is a very early example, and there is a



lot of tweaking still to be done. There was some flash, and by all accounts some issues with the fit of a few components, especially noticeable in the case of the nose.

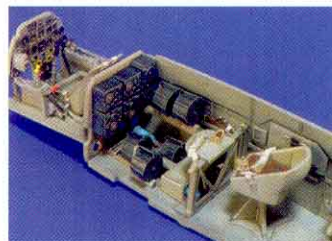
Some debate has also ensued concerning the position of the leading edge slat on parked aircraft. It has been mooted that this is rarely seen in the retracted position on the Bf 110, so it is important to have it extended. Eduard refute this, as the majority of pictures



show parked 110s with the slats in the retracted position, hence the kit has been tooled this way.

The Bf 110E will be released on September 1st, 2007. Eduard will do a preview in Anaheim during the IPMS USA National Convention. A complete kit will be introduced there, for the first time on August 22. The expected retail price will be a very reasonable US\$49.95.

The new I-16 Type 29 is Eduard's chief August release, while the Albatros D.V in 1/48th scale is another Limited Edition line kit. This one is released in Dual Combo mode, with two complete kits in the box. The kit contains PE and mask sheets, and a decal sheet containing four marking options. ■



Out and About

MPM

The 1/32 P-39 Airacobra (#32002/£28.99) promised by MPM under the Special Hobby branding will no doubt have caused a stir in Anaheim, so here is a taster, courtesy of MPM themselves, who have been so good as to provide images of a built up example (minus paint and decals). The kit will have been available for sale for the first time during the US Nationals.

The same show will have seen the



release of the 1/32 X-15A-2 (#32022/TBA), the 1/48 Azur Potez 63-11 (#059/TBA), and the X-1E (#72158/TBA) in 1/72. ■



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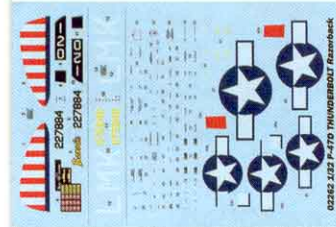
Scale Aviation Modeller International has a policy of previewing all kits received in this section, and any item received is guaranteed a mention at the earliest opportunity. We cannot realistically preview kits unless we actually receive them, and manufacturers are invited to submit samples as early as possible to ensure the most efficient usage.

Special Preview The Razor's Edge

Fans of the Thunderbolt will no doubt have their favourite, but having been first introduced to the type through the Airfix 1/72 kit, the type will always – to my mind at least – be a Razorback. I remember being faintly surprised at the appearance of the Bubbletop when it first crossed my path a little while later, and was reluctant to acknowledge that it was, indeed a Thunderbolt too. This, then, may have coloured my views on



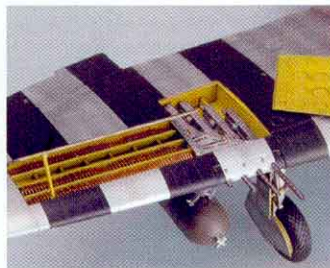
P-47D Thunderbolt Razorback	
Scale: 1/32	Kit No: 02262
Price: £49.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 468, Clear 20, Etched 15, Rubber Tyres 3, Ammo belts 8	
Manufacturer: Trumpeter	
UK Importer: Pocketbond	



the current new kits in 1/32 from both Hasegawa and Trumpeter. The Hasegawa kit is nice – excellent even, but the Trumpeter kit has, for me, that little bit extra.

Not only for me. There has been a

degree of debate in digital circles about the relative merits of the two releases, and questions have been raised as to how Trumpeter can justify charging £20 more for their kit. The simple answer is that there is so much more to it, and in terms of modelling value the £49.99 you spend on it is worth every penny. Of course, if you are simply intending leaving it in your loft for the next twenty years, you might think twice, but as a modeller's project the parts included and the scope they offer is unprecedented.



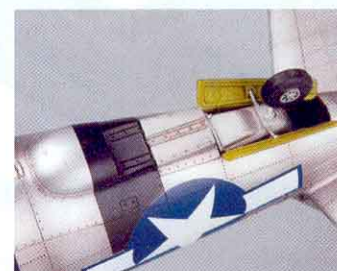
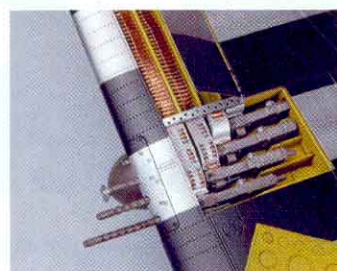
One of the neatest touches with this release is the addition of a comprehensively detailed interior right back along the fuselage, including turbocharger and intercooler and all internal ducting beneath the cockpit floor and linking to the vents in the fuselage sides. The engine is a little masterpiece and the cockpit beautifully done too. Wings include fully detailed open gun bays, and rubber ammunition belts are provided, which have the advantage over etched parts in that they are three-dimensional. The guns themselves have hollow tips, and there is a choice of perforated or non-perforated barrels.

All styles of prop used on the type are

included, and there is a wide choice of armament including four different styles of external fuel tanks, 250lb and 500lb bombs, and rocket tubes.

Viewed in context, this is not an expensive kit. It is a beautiful piece of tooling, and we look forward to seeing plenty of them on the tables at model shows in the future.

Jack Trent





EADS-CASA C-295M

Scale: 1/72 Kit No: MS-113
 Price: ETBA Decal Options: 3
 Panel Lines: Recessed Status: New Tooling
 Type: Vacform
 Parts: Vacform 48, Vacform Clear 2, Injection
 Moulded Plastic 40 Manufacturer: Broplan
 UK Importer: Aeroclub

Another interesting subject from Broplan. These kits are certainly opening a few eyes as far as vacforms are concerned, and the additional sprues of injection moulded pieces go a long way to speeding along the build.



Revell F-105 G „WILD WEASEL“

1:48

Plastik-Modellbausatz
 Plastic model kit
 Modèle réduit
 Modellbaukasten

44,7 cm
 22,8 cm

04504

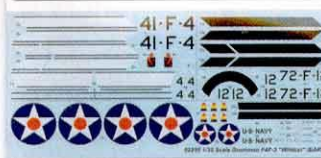
F-105 G Thunderchief 'Wild Weasel'

Scale: 1/48 Kit No: 04504
 Price: £14.99 Decal Options: 5
 Panel Lines: Raised Status: Re-issue
 Type: Injection Moulded Plastic
 Parts: Plastic 74, Clear 4 Manufacturer: Revell



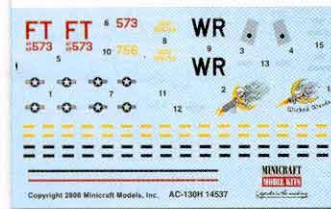
Grunman F4F-3 Wildcat (Early)

Scale: 1/32 Kit No: 02255
 Price: £29.99 Decal Options: 2
 Panel Lines: Recessed
 Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 255, Clear 12, Etched 26, Rubber Tyres 3
 Manufacturer: Trumpeter
 UK Importer: Pocketbond



USAF AC-130H Gunship

Scale: 1/144 Kit No: 14537
 Price: £21.99 Decal Options: 4
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 102, Clear 5
 Manufacturer: Minicraft UK Importer: Hannants



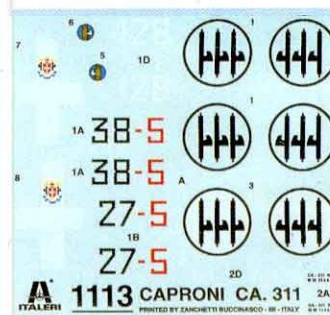
Avro 621 Tutor

Scale: 1/72 Kit No: 7223
 Price: £14.30 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 30, Etched 29, Resin 2
 Manufacturer: AZ Models UK Importer: Hannants



Caproni CA. 311

Scale: 1/72 Kit No: 1113
 Price: £9.99 Decal Options: 4
 Panel Lines: Raised Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 100, Clear 13 Manufacturer: Italeri
 UK Importer: The Hobby Company

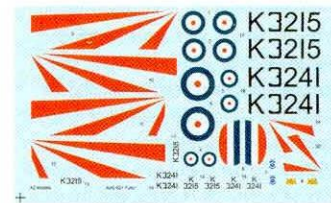


Avro 621 Tutor

Scale: 1/72 Kit No: 7223
 Price: £14.30 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 30, Etched 29, Resin 2
 Manufacturer: AZ Models UK Importer: Hannants

Long overdue a good injected kit, the Tutor gets a good hearing from AZ. Both boxings feature crisply moulded injected parts, a small clear film with windscreen templates printed on it,

superb decal sheets and an etched fret including coloured instrument panels. Definitely a kit worth waiting for.



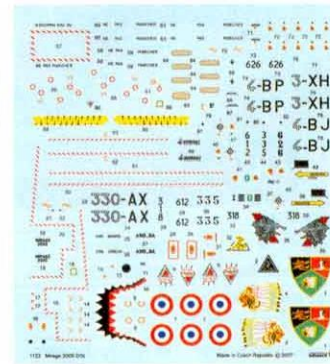
Mirage 2000 D/N

Mirage 2000D/N

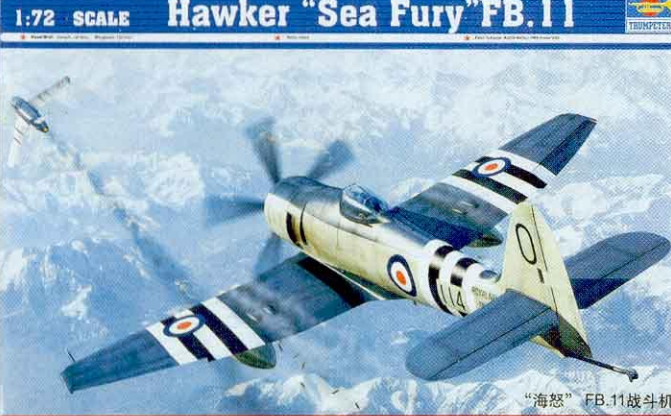
Scale: 1/48 Kit No: 1123
 Price: Decal Options: 4
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 73, Clear 7, Resin 6, Etched 47
 Manufacturer: Eduard UK Importer: Hannants

This superb package from Eduard is complete in every respect! The addition of a colour etched fret and resin

ejection seats will make for a beautiful interior under the big two-seater canopy, and the now almost obligatory Kabuki masks will ensure a great result with the finished kit.



1:72 SCALE Hawker "Sea Fury" FB.11



Hawker Sea Fury FB.11

Scale: 1/72 Kit No: 01631
 Price: £10.99 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 82, Clear 8
 Manufacturer: Trumpeter UK Importer: Pocketbond

This is what we've been waiting for! An injected Sea Fury on the shelves of our local model shop, complete with injected canopy, fully detailed wheel wells, (with retraction jack this time),

wing fold option and armament. Moulded to Trumpeter's current high standard, and with Xtradecal's sheet for the type already in the pipeline this kit is a very welcome arrival.




DC-8-73 CIA Southern Air Transport

Scale: 1/144 Kit No: 14544
 Price: £27.30 Decal Options: 1
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 59, Clear 7 Manufacturer: Minicraft
 UK Importer: Hannants



VVS FIGHTER CREW 1944

Scale: 1/48 Kit No: 8509
 Price: £7.50 Decal Options: N/A
 Panel Lines: N/A
 Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 39
 Manufacturer: Eduard
 UK Importer: Hannants



C-130 Hercules US Coast Guard Search and Rescue

Scale: 1/144 Kit No: 14524
 Price: £21.99 Decal Options: 2
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 102, Clear 5
 Manufacturer: Minicraft UK Importer: Hannants




PWS-33 Wyzel

Scale: 1/48 Kit No: 48204
 Price: £31.50 Decal Options: 1
 Panel Lines: Recessed Status: New Tooling
 Type: Resin
 Parts: Resin 63, Etched 10, Vacuum Clear 2
 Manufacturer: Ardpol UK Importer: Aeroclub




Jak-23

Scale: 1/48 Kit No: 48202
 Price: £39.95 Decal Options: 5
 Panel Lines: Recessed Status: New Tooling
 Type: Resin
 Parts: Resin 68, Etched 10, Vacuum Clear 2
 Manufacturer: Ardpol UK Importer: Aeroclub



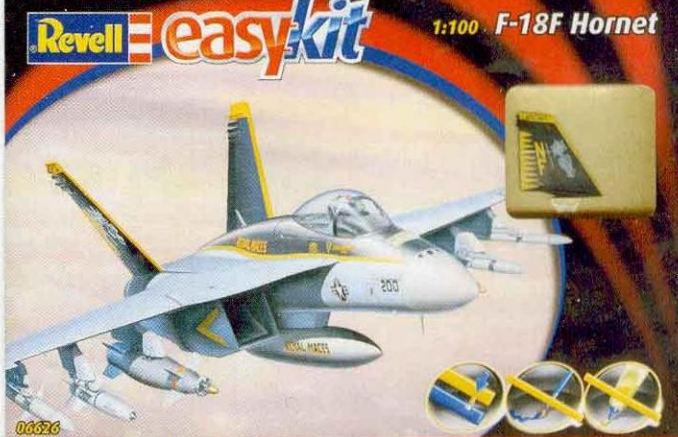

DC-8-73 Eastern Airlines

Scale: 1/144 Kit No: 14543
 Price: £27.30 Decal Options: 1
 Panel Lines: Recessed Status: Revised Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 59, Clear 7
 Manufacturer: Minicraft UK Importer: Hannants




Tornado IDS

Scale: 1/100 Kit No: 06624
 Price: £4.99
 Decal Options: Kit is pre-painted and decalated
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 19, Clear 1 Manufacturer: Revell



F/A-18E Super Hornet

Scale: 1/100 Kit No: 06626
 Price: £4.99
 Decal Options: Kit is pre-painted and decalated
 Panel Lines: Recessed Status: New Tooling
 Type: Injection Moulded Plastic
 Parts: Plastic 23, Clear 1 Manufacturer: Revell

Although this is not the type of product we usually look at in this section, the growing number of readers sharing the hobby with a younger generation suggest that Revell's Easy Kit series may be of interest. Certainly as a first build this is a very satisfying set of parts, and the idea

of a model that can be completed and ready to display (or demolish) in less time than it takes to watch an episode of Spongebob Squarepants may prove more tempting in this age of distraction than a project that, quite literally, involves watching paint dry.

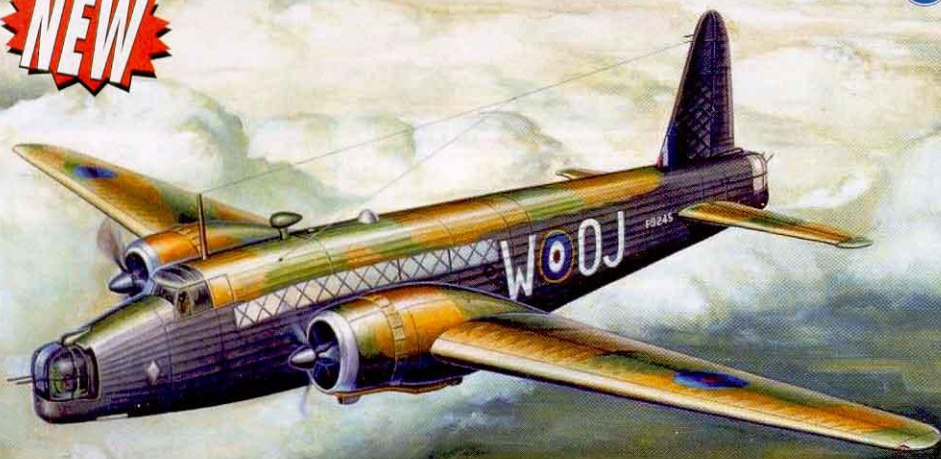
My one reservation is the scale, which will make it difficult for prospective modellers to upgrade the model from their elders' spares box. This aside I hope these sell well, and sow the seeds for future IPMS trophy winners.

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1:72

NEW



F-105D THUNDERCHIEF TM01617 £14.99

1:72

NEW



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1:72



RA-5C VIGILANTE TM01616 £15.95

1:72



TU-160 BLACKJACK TM01620 £69.99

1:72



FAIREY GANNET T MK.2 TM01630 £12.99

1:72



MIG-21UM MONGOL TM02219 £39.95

1:32



GRUMMAN F6F-5N HELLCAT TM02259 £39.99

1:32



P-47D THUNDERBOLT RAZORBACK TM02262 £49.99

1:32



A6M2B MODEL 21 ZERO TM02405 £69.95

1:24



SPITFIRE MK VB TROP TM02412 £59.95

1:24



HURRICANE MK.IIC TROP TM02416 £59.99

1:24



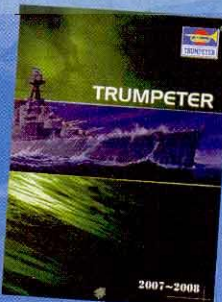
Z-9G ARMED HELICOPTER TM02802 £14.99

1:48



MIG-3 EARLY TM02830 £11.99

1:48



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UM

**Soviet
dive
bomber
Pe-2
(serie 1)**

**1:72
No.101**

175,8x235x54,3mm
Plastic details - 172
Photo-etched details - 65

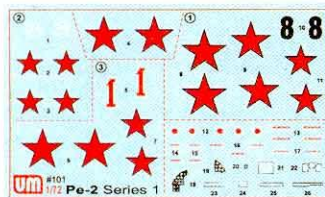
Petlyakov Pe-2 (Series 1 early)

Scale: 1/72 Kit No: 101
Price: £13.70 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 129, Clear 13, Etched 42
Manufacturer: Unimodel
UK Importer: Pocketbond

Unimodel – or UM as they are better known – have branched out into aviation with this series of Pe-2s, and a very nice job they have made of it too. The kit features a mass of parts, and there are

plenty for your spares box as well.

Nice interior detail – including a fully fitted bomb bay, and some small etched parts make this an attractive debut of an aircraft type long neglected.

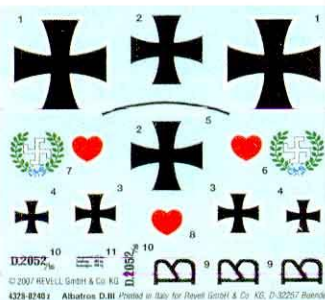


Revell ALBATROS D.III



Albatross D.III

Scale: 1/72 Kit No: 04328
Price: £2.99 Decal Options: 2
Panel Lines: Raised Status: Re-issue
Type: Injection Moulded Plastic
Parts: Plastic 21 Manufacturer: Revell



NEW Cessna 172



Cessna 172

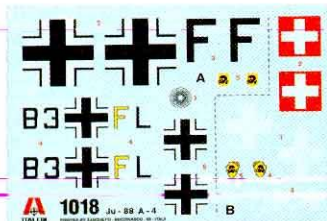
Scale: 1/48 Kit No: 11635
Price: £17.99
Decal Options: 1 (additional registrations supplied)
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic

JU-88 A-4

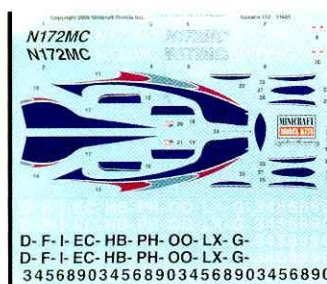


Junkers Ju 88A-4

Scale: 1/72 Kit No: 1018
Price: £9.99 Decal Options: 2
Panel Lines: Raised Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 100, Clear 6
Manufacturer: Italeri
UK Importer: The Hobby Company

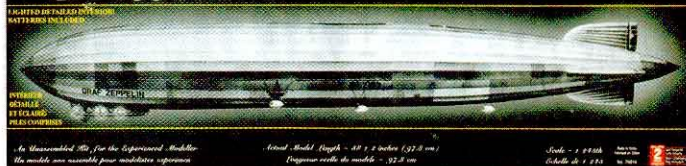


Parts: Plastic 50, Clear 11
Manufacturer: Minicraft UK Importer: Hannants



D- F- I- EC- HB- PH- OO- LX- G-
D- F- I- EC- HB- PH- OO- LX- G-
3456890345689034568903456890

Graf Zeppelin



Graf Zeppelin

Scale: 1/245 Kit No: 70816
Price: TBA Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: 41 Manufacturer: Hawk
This giant curiosity, nearly a meter

long, is a nicely tooled injected kit of the famous airship, and includes decals, a poster, and a rigging diagram that will enable you to build an impressive replica. A display stand is also included.

F-117A Nighthawk 'Stars and Stripes'



F-117A Nighthawk 'Stars and Stripes'

Scale: 1/72 Kit No: 1264
Price: £7.50 Decal Options: 2
Panel Lines: Raised Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 37, Clear 2
Manufacturer: Italeri
UK Importer: The Hobby Company



VL Myrsky II



VL Myrsky

Scale: 1/48 Kit No: 72061
Price: £22.50 Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 50, Etched 14, Vacform Clear 2
Manufacturer: Ardpol UK Importer: Aeroclub



1:32 SCALE F6F-5N Hellcat Night Fighter

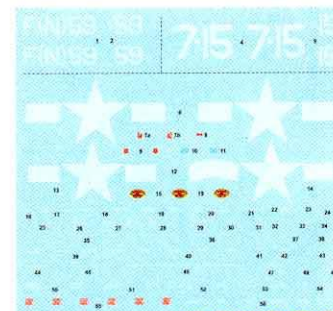


F6F-5N Hellcat Night Fighter

Scale: 1/32 Kit No: 02259
Price: £39.99 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 361, Clear 13, Etched 2, Rubber Tyres 3
Manufacturer: Trumpeter
UK Importer: Pocketbond

This kit is only £39.99. It includes a mass of detail, a complete separate kit of a towing tractor, options for a folded wing, superb engraved detail, and depicts one of the most handsome piston-engined fighters ever. It's a big model of a big beautiful aircraft and at

the asking price has to be one of the best buys so far this year.



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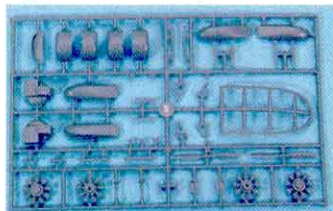
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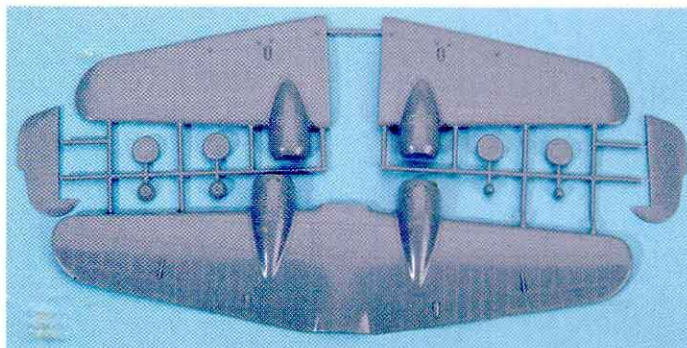
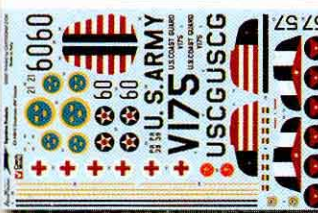
Special Preview – Grumman JRF Goose



In an issue prominently featuring another Grumman seaplane, it is a pleasure to see this latest upgrade of Czech Model's attractive kit. The Goose, like the Duck, is one of those interesting by-blows of military aviation that has knuckled down and got on with the job without much publicity. Like the Duck too, it has gone on to wider service and this is reflected in the decal sheet which includes four options – one US Coastguard, a very colourful USAAC machine from 1941, a post-war Cuban example and – most striking – a Swedish SAR machine in all-over orange with Red Cross markings.

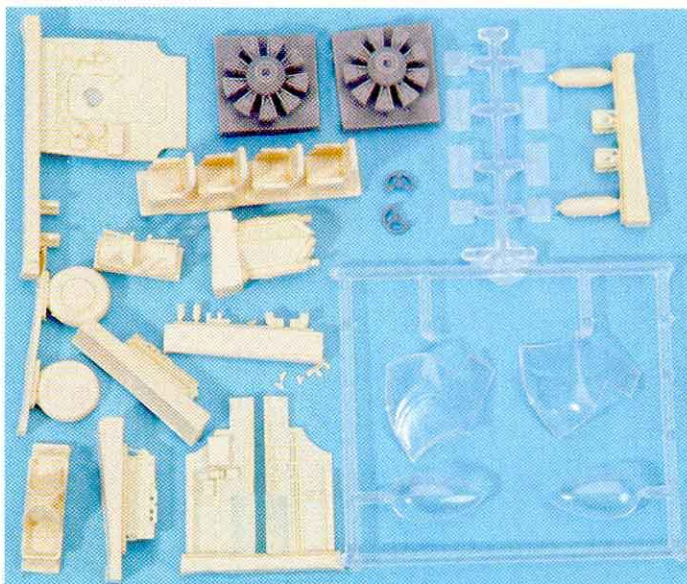
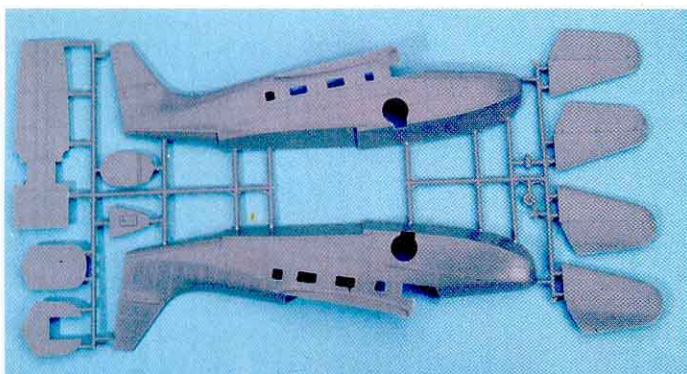


Scale: 1/48 Kit No: 4818
Price: £44.95 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 56, Clear 10, Resin 24
Manufacturer: Czech Model
UK Importer: Hannants US Importer: Squadron

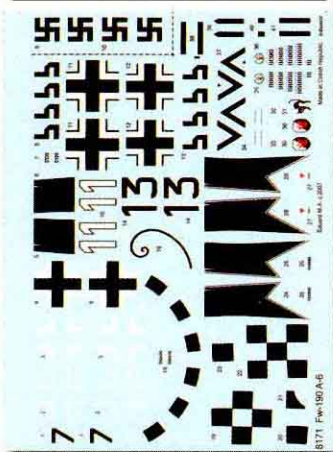


This is the kind of kit that makes the hobby so interesting for all of us, and the quality of the resin castings ensure that an excellent model can be built up of a

type that deserves more attention. Let us hope that the Gosling/Widgeon can be added to the line-up soon.



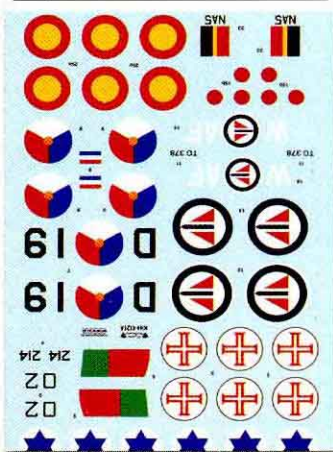
Scale: 1/48 Kit No: 8171
Price: £21.60 Decal Options: 4
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 136, Clear 4, Etched 76. Includes masks
Manufacturer: Eduard UK Importer: Hannants



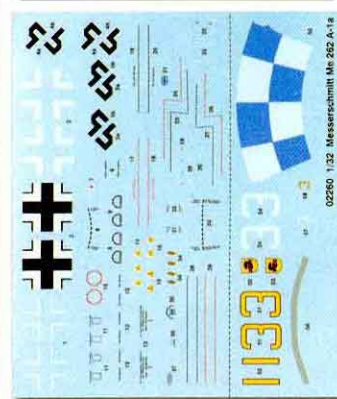
Scale: 1/48 Kit No: 48041
Price: £29.55 Decal Options: 3
Panel Lines: Recessed
Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 83, Clear 10, Resin 24
Manufacturer: MPM UK Importer: Hannants



Scale: 1/48 Kit No: 4121
Price: £37.50 Decal Options: 6
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 55, Clear 19, Resin 54, Etched 39
Manufacturer: Classic Airframe
UK Importer: Hannants



Scale: 1/32 Kit No: 02260
Price: £42.99 Decal Options: 2
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 397, Clear 12, Etched 14, Metal 3, Rubber Tyres 3
Manufacturer: Trumpeter
UK Importer: Pocketbond



Brewster F2A-3 Buffalo

Model 339-23

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1:32 Scale

Brewster's Buffalo F2A-3 Model 339-23

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CM3201 ~~\$59.95~~ \$53.96

 **Czech Model**

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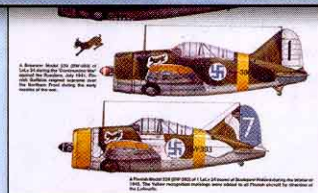
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SAMI's reviews section has evolved into a well-respected encyclopaedia of kit-building. While space precludes covering every kit received with a full review, we do aim to give a representative cross-section of the entire hobby, including samples of the numerous reboxings and reissues that make up such a large part of the market.

We are always looking for new reviewers, so anyone interested in becoming part of the team is invited to contact Gary Hatcher at the editorial address.

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Dragon 144th

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PJ Productions 72nd
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Fujimi 72nd
- 821 D-Day Air Assault Set**
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Hobby Boss 72nd
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Fujimi 72nd
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Dassault Mirage III

PJ PRODUCTIONS 1/72
BY GARY JARMAN

This is a mixed media kit with the bulk of the aircraft being made from resin, the undercarriage and tyres from white metal, arials and assorted small parts, including two crew access ladders from etched brass, two vac formed canopies, and finally, the decal sheet.

Construction

The plans provided with this kit are clear and easy to follow. The parts are numbered and attached to a sprue.

You start construction of this kit by gluing the fuselage halves together (all of the cockpit parts fit in easily once the halves are attached). I did have some problems here as the rear underside of one half, just behind the wing, had bent in slightly and so the two halves did not meet neatly. I left that part unglued, fixed the rest of the join line and, when the glue had set, I put some glue on the

fuselage. I did a couple of dry runs but still ran into a little trouble thanks to the quick drying time of superglue. The join is very long, and the tail is thin and delicate so I didn't want to force anything. However, it all came together nicely in the end, and, again, just a little superglue filler was required to fill in the gap that I had running down the one side.

The kit does need some weights in the nose to ensure it doesn't end up being a tail-sitter.



mismatched section and gently pulled the parts so that they were in line, holding them until the glue set. A little bit of filing and the join looked good.

The wings, without the ailerons and flaps, are moulded as a single unit that fits neatly into the fuselage. The result does however leave a small gap at the wing roots on either side of the fuselage. I filled those with superglue and filed them down.

The tail fits into a slot on top of the

The cockpit parts are really nicely detailed and with some careful painting and dry brushing to highlight the detail the cockpit looks really good. You're provided with two vac form canopies, but fortunately I didn't need both. With some careful cutting I managed to cut the canopy in two so that I could glue it in the opened position.

With the majority of the kit complete I added the ailerons and flaps. This area of the kit does need some care. To get the curves of the ailerons lining up with the wing edges requires some filing and adjustments.

Colour Options

Decals and colour instructions are provided for three versions, two French Air Force and an Israeli Air Force version.

As my main area of interest is the South African Air Force I could not resist the temptation to model my kit as Mirage number 818 in the colours that it was delivered in in November 1964. There is a photo of this aircraft in one of my reference books. In addition the SAAF Museum at Swartkops AFB has an example of a Mirage III BZ in a similar colour scheme, and there are some photos of this aircraft on the web.

DASSAULT MIRAGE III B/B2/B3

1:72
721024

TECHNICAL DATA

Scale: 1/72	Kit No: 721024
Price: TBA	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 36, Metal 12, Etched 12, Vacform Clear 2	
Manufacturer: PJ Productions	
UK Importer: Hannants	

I applied a layer of Halfords Grey Plastic Primer over which I sprayed a layer of Humbrol silver. The SAAF aircraft had similar markings to the Israeli aircraft of that period, so I was able to use a lot of the decals provided with the kit. These are really good quality, thin, well printed, and went on easily. I used Micro Set as a setting agent.

I needed to paint a red lightning strike down the fuselage sides. I looked at those that come with the Matchbox Mirage III C kit but decided it was showing its age and so I opted to hand paint them instead. The SAAF castle insignia and serial numbers came from an aftermarket sheet.

Conclusion

This is not a complicated model to build, but it does require some modelling experience and skills. The detail provided is brilliant. Wheel bay door interiors, wheel bays, ejection seats, and cockpit parts are all really well detailed. The resulting model looks really good, and this kit now occupies pride of place in my SAAF collection.

I would definitely recommend this kit to anyone wanting a Mirage III B in their collection.

SAMI



A-7E Corsair

FUJIMI 1/72
BY ADRIAN TROUGHTON

This kit comes in a sturdy box and is very similar in appearance to a Tamiya production. Inside are 5 sprues that make up the main parts and 1 clear. All parts are flash free and have very finely detailed panel lines. Decals, by Cartograf, are well printed and in perfect register.

Construction

Starting with the cockpit, I found this to be adequately detailed with raised detail on the instrument panels, and an option to use decals instead. The ejector seat is a fair representation of the original. The cockpit tub was installed and the sides closed without effort, leaving only a very slight seam line that I took care of with one pass of fine sandpaper. Please note that the instructions don't mention nose weight, but I added some anyway in the form of 4 .22 lead air rifle pellets. I then installed the 2-piece chin intake, which



TECHNICAL DATA

Scale: 1/72 Kit No: 72182
Price: £11.45 Status: Re-issue
Type: Injection Moulded Plastic
Manufacturer: Fujimi
UK Importer: Modelwholesaleuk.com

resulted in a nasty seam up the inside that was difficult to get rid of. With a little filler and careful sanding it turned out fine.

I attached the wings next, and these were an excellent fit, needing only careful alignment to keep the dihedral accurate. The instructions offer a small diagram giving the correct position, and this was a great help.

I decided to test fit the canopy, which fitted like a glove and was masked and set to one side until the model had been painted. Masking is difficult as the framing is ill defined, so care needs to be taken on this important part. At this point all non-breakable small parts and details were added to the fuselage leaving the delicate aerials and such to the final stage.

Landing gear came next, and this is nicely moulded with just the seam line common to most small injection parts



running around the parts. A little scrape with the scalpel blade took care of this, and I then proceeded to paint and weather them to give the model a well-used look.

Finally on the construction side of things is the weapons/stores fit, which consists of Maverick, Shrike, and Sidewinder and 300 gallon drop tanks. These are nicely moulded, but a lot of clean up is required to get rid of the large seam lines on these small parts.

Colour Options

The decals cater for 3 schemes, all for Attack squadron VA-93 Ravens on board USS Midway. Instructions are straightforward and colour callouts are for the Gunze Sangyo Aqueous colour range.

It came as no surprise to find that the quality of the Cartograf decals was excellent. They came away from the decal paper very quickly and when applied to

the model behaved well. The finish is glossy in appearance and slightly thick, I used decal solution (Microsol) to ensure they conformed to the panel lines, and they did wrinkle but settled down well. There are a lot of decals on this comprehensive sheet and even the smallest stencilling can be easily read. All in all these were excellent decals and very easy to work with.

Conclusion

This was my first Fujimi kit, even though I have a few in my build pile, and needless to say I was impressed. Its quality and polish is typical of the likes of Tamiya/Hasagawa etc. If the rest of the Fujimi range of kits are as trouble free as this one then they will appeal to all skill ranges, and coupled with the excellent decals you just can't go wrong. A very enjoyable build.

SAMI

D-Day Air Assault Set

HELLER 1/72
BY GEOFF PIKE

This boxed set contains an Airspeed AS51 Horsa assault glider, a Willys Jeep and trailer with two figures and some items of equipment, two bags of those bendy polyurethane figures of British paratroops and German infantry, a paintbrush, a tube of polystyrene cement, and eight small tubs of acrylic paint.

Construction

Of chief interest to us is the Horsa glider, an oldie but goodie from Italeri. Assembly is very straightforward. The cockpit has good detail, conforming reasonably to drawings in the very helpful SAMI vol.12 no.6 article by Dus Adele. The cabin has some interior structure moulded, and bench seats down each side of the fuselage. The tail section is a separate assembly. Instructions call for the fuselage length to be slightly reduced by removing a thin, pre-scored front section and door, previous Italeri boxings having offered additional markings for a longer Mk 2 alternative with twin nose wheels and an under-belly skid.

Despite the fact that a friend of mine swears that the ones he flew in had black interiors, I did use a dull green to contrast



TECHNICAL DATA

Scale: 1/72 Kit No: 52313
Price: £19.99 Decal Options: 1
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 140, Clear 10, Polythene Figures 62
Manufacturer: HobbyBoss
UK Importer: Creative Models

the exterior black.

The large mainplane sits on top of the fuselage assembly. Add the simple fixed undercarriage, a few struts and a couple of aerials and that's about it. Nose weight is required to prevent a tail-sitter, alternatively, a transparent tail prop is provided, or it could be displayed post-landing with the tail section detached (four explosive bolts did the job). Two standing figures are supplied.

The Jeep and trailer are excellent little



models, provided with a driver and standing figure and some boxes and bags, a suitable accessory to the display, although the markings supplied are for a U.S. Army vehicle in Normandy.

The British and German soldiers, being polyurethane and in a variety of very aggressive poses, are difficult to utilise or alter satisfactorily, so I made up a few figures from the spares box in slightly more relaxed poses.

Colour Options

Markings are provided for one aircraft only, a Mk 1 painted dark earth and dark green over black with invasion stripes. The

aircraft depicted was involved in the extraordinary attack on the Caen Canal and River Orne bridges at Benouville, now immortalised as Pegasus Bridge, and markings are simply roundels, fin markings and serials. I couldn't resist adding a bit of graffiti!

Conclusions

The Italeri Horsa is a good kit despite its age, and this is probably an expensive way to buy one, but Heller are to be highly commended for commemorating the unbelievable courage of those glider troops, pilots and engineers.

SAMI

CH-46D & CH-46E/F Sea Knights

HOBBY BOSS 1/72

BY DAVID HOLMAN

When these kits were announced earlier this year, a rumble went through the chopper modelling community that these 'Eggbeaters' had been modified from the excellent Fujimi moulds. However, they are both actually a retooling from the old Hobbycraft kit. The only changes are that the main parts have been retooled to allow easier assembly and the CH-46E/F version has the squared exhaust nozzles and different external arrangement for the General Electric T58 GE-10 engines.

Inside the boxes, there are two main sprue frames holding the grey recessed detailed parts in a clear bag and separately bagged are the two clear ones. The simple instruction sheet is a single folded double-sided A-3 sheet with bilingual English and Chinese text and shows four main construction phases with sprue maps on the reverse side.



TECHNICAL DATA

Scale: 1/72	Kit No: 87223
Price: £8.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 56, Clear 10	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	

remain a mystery.

There are a few external attachments included, and the 'drooped' rotor blades fit onto pegs on the rotor heads and these assembled units can be removed from the finished models for storage. As well as the aforementioned rear loading



decided to finish my example as the colourful US Navy HC-3 SA/40 'Mars Stars' aircraft using Tamiya XF63 German Grey mixed with a little matt black. As for the CH-46E/F, the finishing option for the 'E' is a USMC machine HMM-261 EM/11 in the three-tone 'Land' camouflage scheme. I chose the 'Bulphrog' 'F' option in US Marine Green using Tamiya XF5 mixed with a

models a thin coat of Klear before applying them, using the Sol/Set system which seemed to help with adhesion.

Conclusion

Referring to the specifications on the Boeing website, these models scale down fairly well although the overall fuselage shape looks inaccurate. The easy construction phases make these an excellent couple of kits for newcomers although the aficionados amongst us would have preferred the Fujimi moulds. Nevertheless, the finished models look very much a pair of 'eggbeaters' and will satisfactorily complement those forthcoming 'Wockas' due soon from Trumpeter.

SAMI



Construction

Construction begins with the cockpit, and details are basic, with the usual seats and sticks including collective controls and an option of a detailed or flat instrument panel. There is also a moulded console in between the crew and an overhead panel. The bulkheads behind the pilots also have some raised detail. The only added details in the rear cabin are some really basic troop benches to fit down the sides. I recommend a strong glue to set the port windows in place as I used PVA causing a few to 'pop through' when later working on the assembled model.

Main assembly went well with the E/F variant and very little in the way of filler was required, just the top of the rotor towers and around the windshield area. When moving onto the 'D' it was not to be the same story as I encountered some major fit problems. The main fuselage join left a huge gap, as did the fit of the clear windshield causing me to apply a lot of filler to put things right. Whether this was an error in the moulds or a fitting mistake on my part will

doors, the side entry doors can be placed in the open positions if desired. Finally, I was pleased to see that when fitted, the undercarriage gives the correct sitting attitude as viewed in photographs of these aircraft.

Painting and finishing

For finishing the CH-46D you can have any colour as long as it is Engine Grey! I

little Testors Olive Drab. I managed to find some photos of the kit's finishing option on the Internet, which helped me to get an accurate colour shade for this scheme. The decal sheets for both kits are clearly printed and have good colour register. As experienced with other HobbyBoss kits, these decals are quite thin and extra care is required, especially with some of the stencils. I gave both



TECHNICAL DATA

Scale: 1/72	Kit No: 87213
Price: £8.99	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 56, Clear 10	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	



F-4C/D Phantom II

FUJIMI

1/72

BY GEOFF PIKE

Opening this brand new box reveals an old familiar friend, one of the series of Phantoms released by Fujimi in the '80s covering every major variant. The six sprues contain ninety-one parts in light grey plastic, the transparent sprue being bagged separately. Some parts do not apply to the two U.S.A.F. options in the box.

Construction

Construction begins with the fairly basic cockpit tub and ejection seats, plenty of scope for resin and metal improvement. I did use alternative seats, and put in a bit of plastic card and stretched sprue to busy up the cockpit area. Instrument and side panels are provided as decals, and are acceptable in this scale.

The fuselage assembly needs a smear of filler along the top of the spine and around the nose joints. The two upper and single full-span lower wing sections are an excellent fit, but don't forget to open up the flashed-over location holes for the underwing stores pylons as required. The illumination flare ejector panels in the upper rear fuselage are inappropriate to the F-4C/D, and the doors should be fixed shut, filled and sanded over. The canopy is supplied as four



separate parts, and all fit well.

The infra-red seeker housing (parts 63 and 64) under the nose cone is accurate for the F-4D, but the underslung lump of the strike camera housing should be removed from the F-4C version. Despite the instructions, the two exterior mirrors (parts 10) were fitted on the rear canopy of both options during this service period, and neither aircraft had the LORAN 'Towel rack' navigation aerial (part 75). Undercarriage assembly presents no problems, each mainwheel door being supplied as a single moulding which needs to be separated into three individual doors for a gear-down configuration.

Underwing stores provided are four AIM-7 Sparrows, four AIM-9 Sidewinders, two outer wing tanks and a central belly tank. An ALQ-119 jamming pod and pylon are also supplied, replacing an AIM-7 in a forward missile recess..



Colour options

Markings are supplied for two Vietnam War MiG killers in post-war service, both in the standard tan and two greens over light grey. Painting instructions quote correct FS numbers for the camouflage colours, and accurately depict the differences in camouflage pattern between the two aircraft.

F-4C 63-7467 is presented whilst serving with the Hawaiian Air National Guard, marked with two red stars, although USAF records document only one kill. F-4D 66-7463 (which I chose), is depicted whilst serving with the 44th TFS, 18th TFW, coded ZZ at Kadena, Okinawa. This is possibly the most well known Phantom of all, having destroyed six MiGs between March and August of 1972 with five different crews (six red stars being marked on the splitter plate, plus a yellow drone kill), before finally being exhibited in honourable retirement at the USAF Academy in Colorado.

Decals are reasonably well printed, adhere well and have no adverse reaction to decal solvents. Very little stencilling is supplied. A quick study of photos of these machines reveals that both had white stencilling over slightly shabby paint during this period, a characteristic of late '70s/early '80s USAF F-4s, and these would have to come from another source.

Conclusion

As I was representing a post-war aircraft I restricted myself to a couple of tanks, a Sidewinder training round, jamming pod, plus an SUU 23 gun pod from the spares box to add a bit of menace. Job done and a real treat. A thoroughly enjoyable no-problem build of a classic, and it's really good to see Fujimi kits available again.

SAMI



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Lloyd C.V

CHOROSZY 1/72
BY DAVE HOOPER

The Lloyd C.V appears to be a popular choice with model manufacturers at the moment with Special Hobby having provided both 1/48 and 1/72 scale toolings of this aircraft recently. So how does the Choroszy tooling shape up? All the resin pieces are supplied as individually cast items. The quality of the mouldings, as one has come to expect from this manufacturer, is very high and very little preparation is needed. One noticeable omission is that there are no etched recesses to separate the main airframe and wings from the ailerons, elevators and rudder, giving the

impression that the tooling was released unfinished and in a hurry. The instructions include constructional diagrams, scale plans and painting references.

While the constructional diagrams are reasonably clear there were times when I found them confusing. The painting references have made a fundamental error in assuming that the wings were covered in fabric. The wings of the Lloyd C.V were in fact covered in 1.2mm veneer and should therefore be painted a wood colour.

Construction

Work began with the cockpit. This is nicely detailed and all the parts fit well. Unfortunately the same cannot be said for



the engine which requires a lot of reshaping to enable it to fit into the cowling. The cabane struts fit around the engine cowling so it is best to fit the exhausts in place after careful fitting of the struts. The exhausts themselves should be replaced. Most first batch C.V's had exhausts that bent downwards rather

than the straight type provided in this kit. I manufactured my replacements from brass rod.

The main parts of the kit fit together very well and very little reshaping of pieces was required. By far the most challenging part of this product is the construction of the gun ring mount and I

EA-6B Prowlers VAQ-140 Patriots

DRAGON 1/144
BY MIKE VERIER

Dragon's latest two-in-a-box offers are remarkable value for money – they appear to be updated tools offering latest technology upgrades such as very fine weapons and detail parts. The formula is to offer markings for one 'colourful' aircraft and one 'service' alternative. In the case of USN subjects that tends to equate to a CAG bird and a 'normal' one. The decals provided are extremely good and worth the asking price on their own.

The other pleasant surprise is the delicacy of the canopies, which are almost as thin as vac-forms and a huge improvement on what used to be offered in this scale. The instructions are a little simplified. I suspect the assembly drawing has been carried over from the original release – but in full colour including profiles for both schemes

Construction

Assembly was straightforward but problems with fit did appear in places, notably the wing/fuselage join, which required some fettling. Some strange steps are also evident on the belly where the moulding process couldn't cope with compound curves. The tail hook insert too proved quite difficult, and I found it best to fit it before joining the fuselage halves.

A cockpit tub is provided with four Martin-Baker shaped representations, and a dividing bulkhead which has a passable go at the rear instruments and 'scopes. You could expend some effort on detailing here, especially if you intend showing the rear canopy open. I settled for some dry-brushing to pull out the moulded detail, with tape seat-belts in one aircraft and four Aeroclub pilots in the other.

Once the tub was in place in one fuselage half I incorporated some weight in the extreme nose to ensure that the finished model wouldn't tail-sit.



On the real aircraft the canopies (except the windscreen) are coated with gold to protect the crew from being micro-waved by the emissions of their own equipment. Such a prominent feature should be replicated, and my approach was to leave the canopies on the sprue for ease of handling and, working on the inside, mask the windscreen and mist on one coat of Tamiya Smoke followed by one coat of Clear Yellow. I worked very slowly but still managed to get a puddle at one point, luckily it cleans off easily! Once you have the desired brown/yellow tint, allow to dry, remove the mask, and dunk the whole thing in Klear as normal. I now await a pre-mixed colour varnish called 'canopy gold' – please, paint manufacturers!

The stores provision is quite

comprehensive in the range of items offered, a good deal of it on what are clearly new-tool generic sprues. The Prowler-specific bits – jamming pods and fuel tanks – are not provided in sufficient quantity to enable all the standard store combinations to be depicted. As there are two kits, however, I was able to ring the changes a bit. Thus the 'operational' bird received three pods and two HARMs, whilst the CAG machine had the remaining pod, two fuel tanks and two HARMs. Asymmetric loads appear quite common on the Prowler.

Colour Options

Having assembled the fuselage and wings, and masked the canopies (c'mon Eduard – you know you want to do masks in 1/144) it was time to paint. As intimated earlier there are two options provided, both in standard greys, FS 16370 and FS 16375, one a lo-viz version and one a very colourful CAG bird with a Stars 'n Stripes design covering the whole fin and 'full colour' markings and insignia.

Conveniently, the plastic is a shade not a million miles from the grey needed, so I first washed the airframe with dark grey to pick out the panel lines, and gave the canopy framework a black coat for the interior, followed by a grey coat to equalize the colour with the fuselage. On the CAG version this will also produce a fine lining against the dark blue to pick out the canopy frames. I added the stores pylons at this stage, but left the undercarriage doors and

tailplanes on the sprue for easier painting.

Finally I brush-painted walkways on the wings, fuselage and tailplane, using different shades of dark grey as these seem to vary from airframe to airframe. Once this was done I misted on coats of the light and dark grey. The effect I was trying for is subtle with the panel lines and darker walkway areas just showing through. An extra pass on the airframe intended for the CAG decals ensured that it looked cleaner and more freshly painted. A coat of Klear renders everything decal-ready.

A note of caution here is that the decals for the service 'lo-vis' version correctly replicate the very low contrast between markings and background. If you do not lighten the base colour sufficiently they will literally disappear!

The decals go on very well, especially the big tail marking which has to deal with all sorts of lumps and compound curves. They responded well to Micro solutions snuggling into panel lines with no trace of silvering. The only real criticism is their depiction of the fuselage and wingtip formation lights, which need toning down from the rather bright yellow used.

Conclusion

There is no doubt that the revival of interest in 1/144 has generated some outstanding new/updated models and these are no exception – they represent exceptional modelling value – keep 'em coming!

SAMI



was relieved when I managed to clean up the pieces and put them together without major tears.

The kit is correctly supplied with a Schwarzlose MG which was the most

common type of armament on Austro Hungarian C.Vs. The less common Parabellum (which I believe was standard in the Special Hobby kits) would have to be sourced from elsewhere if required.

Colour Options

Two options are provided: 46:21 in Austro Hungarian markings and 46:37 in Polish markings. Both appear to have originated from the first batch of 50 manufactured by Lloyd. The decals come on two identical sheets which are well printed. I had no problems applying them, although a softener was needed to help the iron crosses settle over the thick wing ribs.

Conclusion

Who would have predicted a few years ago that there would be so much interest

from model manufacturers in this little known Austro Hungarian two-seater? While this kit does have its little faults, they are easy enough to rectify and shouldn't daunt the type of modeller that would attempt a resin kit of this type. As with most Choroszy products good reference material is essential if you want

to build an accurate replica as you cannot always trust the material supplied. The gun ring mount assembly is likely to give even the most experienced modellers something to think about, but overall I found this a simple and enjoyable model to build. Highly recommended.

SAMI



Russian Airliner Il-62M

ALANGER 1/120
BY ANDY McCABE

The Il-62, or VC-10ski as it was dubbed, bore a striking resemblance to the British VC-10, however the Il-62 is much larger than its British counterpart and remained in production considerably longer, from 1963-1993. 276 were built which includes the upgraded Il-62M variant, which was introduced in 1973.

The Il-62M variant had a few important changes from its predecessor. The Il-62 had Kuznetsov NK-8-4 engines, and these were replaced by Soloviev D-30KUs on the Il-62M, along with improved spoilers and flaps and an extra fuel tank in the tail fin, as well as other modifications to upgrade the aircraft.

When this kit arrived on my doorstep the usual pre-kit excitement kicked in. The box is very nicely printed with a nice portrayal of the Il-62M in take-off pose on the lid, which gives a very promising first impression. However, first impressions can be very deceiving as when the lid was removed the contents can best be described as disappointing as although what's shown on the box lid is definitely an Ilyushin Il-62M, the contents seem to be something entirely different with just a hint of an Il-62 thrown in, sort of.

The contents consist of 16 White Plastic Parts that are shaped like the parts of an aircraft, 2 grey parts for a stand, one decal sheet and an attempt at an instruction sheet. No undercarriage parts are supplied.

Herein lies a problem for a reviewer, do you make the kit straight from the box or make it but put the errors right?

It was clear that the latter would involve a lot of work as I am sure those of you that have purchased one of these will now realise, but the former would



give the reader a good idea of just how wrong this kit is.

For my sins the latter was chosen, and a trip to my local hardware and model shops entailed purchasing virtually their entire stocks of filler.

Problem Solving

The main areas that needed addressing are listed below, and it is worth reproducing them here as this is a kit likely to be sought after by many readers looking to add this type to their collection. There aren't many other

options!

1. Nose - this looked more like the nose from a C-130 Hercules than an Il-62M and the cockpit windows were both crude and incorrect.
2. Fuselage - the cabin windows will need attention and the fuselage length is 30mm too short. The fairing along the top of the fuselage is neither the correct width nor length and the fairing on the underside rear of the fuselage has been left out entirely.
3. Wings - the trailing edge will need serious attention, one wing is thicker than the other and the saw tooth on the leading edge is too far inboard. Also there are two inlets at the root of each wing, which are not on the kits parts.
4. Tail - the chord is too small as is the height.
5. Tailplane - the bullet fairing is too small and the wrong shape, the tailplanes are too small in span.
6. Engines - the fan blades have no detail in them whatsoever and are plain blanks, the engine cowls are the wrong shape and the engine positioning is also incorrect.
7. Wing Root fairing - is far too small.

8. Decals - the serial numbers given on the decal sheet could not be traced to an Il-62.

Construction

A detailed construction review would take up an entire issue of SAMI but it would be fair to say that had I not chosen to rectify this kit the construction would probably have been the quickest ever and could have been completed in less than an hour, however, it actually took 5 weeks and involved not only model making but also creating scale drawings to work from and also custom made decals.

Every part needs rectifying to some degree and some even rebuilt.

Colour Options

As supplied with the kit there is only one option, which is for an Il-62M of the Russian State Transport, though the registration number RA 86907 is not on any production list of Il-62Ms that I can find, so perhaps someone can enlighten me on this one.

Because of the fuselage stretch I had to make new decals and as such only a few of the kits decals were used.

Conclusion

The odd scale of this kit makes it difficult to raid the spares box and thus complicates any attempts to rework it. Had it been in 1/144 it would have been much easier. The end result bears absolutely no resemblance to the kit and readers should be under no illusion that it does. This review may sound harsh but anyone buying this kit expecting an easy ride needs to be aware that what they are taking on is a project, not a quick build. Regard the contents of this box as the basis for a scratch build, and be prepared to expend some time and energy.

SAMI



Albatros C.III

CMR

1/72

BY DAVE HOOPER



TECHNICAL DATA

Scale: 1/72	Kit No: 5016
Price: £18.99	Decal Options: 5
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 42
Manufacturer: CMR	UK Importer: Hannants

CMR appear to be in the process of gradually updating their back catalogue by upgrading older products with the inclusion of a brand new decal sheet where previously none were included. The latest kit to benefit from this revision is the Albatros C.III. As one has come to expect from CMR the quality of the 42 pale yellow resin parts are superb; the mouldings are clean and crisp and the fine detail is extremely tidy. The decal sheet does not disappoint and is easily as good as any aftermarket sheets I have encountered. The instructions are clear and easy to follow, including comprehensive colour information and a nice set of scale plans.



Construction

Construction begins with the cockpit. The detail here is fairly basic, but adequate for the scale although a little sidewall detail would go a long way to improving the interior. The opening in the cowl needed to be slightly

widened to allow the engine to fit into place and avoid problems when assembling the fuselage halves. Contrary to the instructions I fitted the exhaust after the forward firing Spandau and I think I would have had problems had I done otherwise. I also found that the

Dornier Do 17Z

CLASSIC AIRFRAMES 1/48

BY ANGELO PICARDO

Inside the box you will find a mixture of resin and plastic parts, a decal sheet, and the plans. The grey parts are of a thick plastic but they do carry a lovely level of detail and some very fine panel lines. The resin is finely detailed also, with some beautiful work, especially on the engines. The plans are in booklet form with a separate sheet for the colour schemes.

Construction

Assembly begins with the cockpit module. The whole nose section is separate from the fuselage and is split horizontally. Into this, various plastic and resin parts are assembled to produce a busy looking cockpit. Most of the plastic parts have flash and some fairly large mould ejector pins on the fuselage inside will need careful removal. I found the choice of which parts are going to be in plastic and which in resin slightly confusing.

Once the entire interior is assembled, the top and bottom halves can be brought together. Unfortunately, the fit is not perfect and the seam needs filling and sanding, with care, otherwise those lovely fine panel lines disappear.

The main fuselage has a normal left/right split and a number of internal parts for the bomb bay need to be fitted first. These are a mixture of resin and



TECHNICAL DATA

Scale: 1/48	Kit No: 4114
Price: £36.17	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 104, Clear 9, Resin 19	
Manufacturer: Classic Airframes	
UK Importer: Hannants	

plastic, and the plastic parts do feature a lot of flash. The two halves come together neatly and, with care, the join line can be made to vanish without harming the panel lines.

The tailplane and fin assembly will need some careful sanding to ensure a good fit and a thin trailing edge to the horizontal surface.

The upper wing surface is one piece that includes the bomb bay roof. The two lower wings are attached and then it is all glued onto the fuselage and try as I might, I could not eliminate a step along the fuselage join.

The engine nacelles and undercarriage fairings assemble separately and are then fitted onto the wing. Here there were some major fit problems. The two bulkheads for the undercarriage bays would not sit properly, which would cause some serious problems later as the main gear legs attach to them, and there were gaps when fitting the nacelles to the wings, that would require a lot of sanding and filling.

Once the filling and sanding was done, I turned to those beautiful little resin engines.

The level of detail on them has to be



seen to be believed. They fit very snugly inside their cowl, along with the exhausts, and this assembly fits perfectly onto the wings.

The undercarriage is next and there is a lot of flash here too, especially around the cross braces, which are very delicate and snap with no provocation during clean up!

The undercarriage assembly fits onto the bulkheads in the bays and I had some problems and had to use super glue to get the legs straight as the bulkheads were not square to the nacelles.

Final stages of assembly include the fitting of the cockpit module to the rest of the fuselage. I was expecting some serious problems here, going by the fit of the rest of the kit but it was not as bad as I imagined.

The transparencies go on last, along with the machine guns and, though not perfect, they did fit reasonably well.

Colour Options

Four colour schemes are included, all for the Finnish Air Force. Two are wartime schemes, with the light blue Swastika and two are from after the war when a blue and white cockade replaced the Swastika. The schemes are black on olive green, over RLM65 blue grey.

One machine each from post-war and wartime schemes has a disruptive white winter camouflage over the basic black / green.

The decals are nicely printed, in perfect register and of good colour density. The Swastikas are provided in two parts, with a separate cross for the centre. They went on well and settled down perfectly over the surface detail.

Conclusion

The Dornier 17Z is a fantastic looking plane, sleek and aesthetically pleasing. This kit was hard work, and reduced the appeal of the subject. There are some fit problems, especially around the nacelle/wing fit and where the top of the wing joins the fuselage. It is a challenging model to build and I will say that you are going to need a fair amount of experience to put this one together but I think it is worth it to add this aircraft to your collection

SAMI



cabane struts needed adjusting slightly at the rear to allow correct alignment of the upper wing when viewed from the side. The interplane struts supplied were very thin. While they would no doubt support the upper wing in the short term, I had serious doubts about the long term and therefore decided to replace them with contrail plastic struts. On my sample all the tail support struts were missing and these were easily replaced with plastic rod.

Colour options

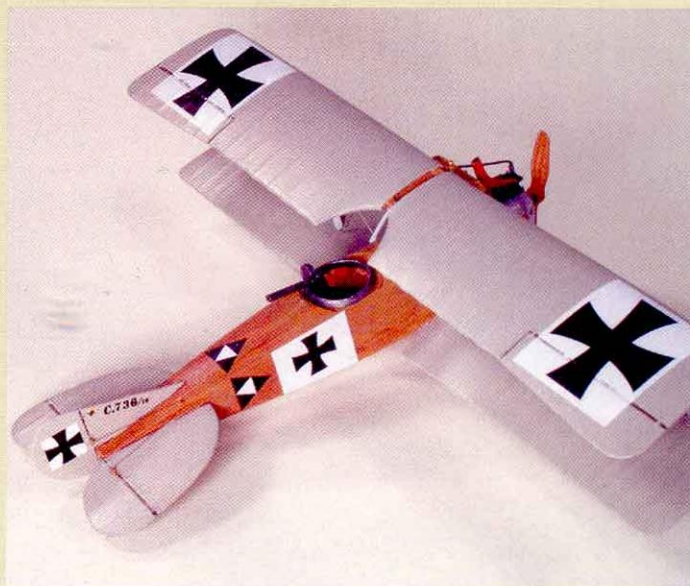
The decal sheet supplies markings for 5 aircraft: three German, one Turkish and one Latvian, circa 1923. I chose to build a German Albatros, C.736/16 which has eye-catching triangular art deco style markings. The decals were extremely easy to use and gave very good results, although I note that the size of the tail

decals of C.106/16 do not conform to the diagram supplied in the instructions.

Conclusion

This is another fine reissue that, with very little effort, builds into a stunning little replica of an early German workhorse. I always seem to get good results from CMR kits and this is perhaps as good a testament as any to the quality of the kit. Like earlier CMR re-releases, the decal sheet really makes this product come alive, giving it that extra wow factor, and my only slight disappointment here was that an option for C.766/16 which had an impressive white dragon painted along its fuselage isn't included. I can't wait for CMR's next upgrade. Highly recommended to all WW1 fans.

SAMI



UH-34D Chocktaw

HOBBY BOSS 1/72
BY STEVEN CRABTREE

When I heard that HobbyBoss was releasing two new kits of the UH-34 series of helicopters I was somewhat excited to say the least, as the only other kit of this type is the Italeri version. I waited for their release, keeping my eye on the internet for test shot photos or in-box reviews. All the info I could find said that these kits would be new toolings, so I was a bit disappointed when I opened the box of the review sample, and found that the kit was a copy of Italeri's UH-34.

HobbyBoss seem to have altered the breakdown of parts, simplifying some of the assemblies, and making the kit a little easier to build. The fuselage is moulded with the nose attached, the rotor assembly has been simplified and the cockpit glazing is now one complete piece. The crew seats are also now moulded as single pieces.

The instructions are on a single sheet folded in half, on one side a description of the UH-34 and parts breakdown, on the other the construction steps, which are not numbered. The decal placement and paint guide for the exterior colours are on a separate sheet.

Construction

Overall the kit went together well with no major problems, only requiring a little filler around the underside centre panel. As there are no painting instructions, I used the Italeri instruction sheet as a reference for the interior and various other parts.

Once I had painted the interior the kit went together quickly and was ready for painting. I had masked all the cabin windows and anywhere else the Halfords grey primer could get in. After a light sand I gave the model



three good coats of Tamiya olive drab to make sure everything was covered, shading the panel lines with a darker green, then going over the whole thing again with slightly lighter olive drab to give it a more lived in look. The orange was applied in the same way after masking it off from the olive drab. Once all this was dry I gave it a couple of coats of a satin/gloss mix of Railmatch acrylics.



Colour Options

There are two options to choose from. A Marine Corps machine in field green, and a VNAF 41st Squadron machine in olive drab with a yellow engine cover, although this should actually be more orange than yellow.

Both these aircraft have plenty of decals especially the VNAF machine with its diagonal blue band with white stars and its colourful nose art, and I chose the latter as it was a change from the US machines.

The decals looked OK, though a little on the shiny side, but these went on better than I had expected, with only the nose art needing more settling down with decal setting solutions. After a day or so I gave the model another two coats of satin varnish to seal everything in.

Finally the model had the remaining parts attached, and was given a light wash of artists water colours to bring out the panel lines.

At this point I need to mention that I had a mishap with the main rotors. The aircraft was left to dry on the kitchen window sill out of harm's way, but to my horror we had an unexpected hot

and sunny day. This caused all the rotor blades to bend, so the rotor blades on the model are off one of my Italeri UH-34s.

Conclusion

I have built the Italeri version and found that the overall detail is finer and more precise, while the HobbyBoss parts seem to be thicker. Some parts like the wheels are a bit on the large side, and the rotor blades are shorter with the tips the opposite way round, although they look the same as the rotors in Italeri's H-19.

I like what HobbyBoss has done with this kit, especially the decal sheet, and it goes together a little better than the Italeri offering, but is, as I said, less refined.

The price is also two pounds dearer than Italeri's UH-34, so would I build another one? The answer to that is yes, as I have already been out and bought the French/Belgian machine and can't wait to build it in the very attractive Belgian blue and orange colour scheme.

I would recommend this kit to all modellers of all abilities.

SAMI

Lloyd FJ 40.05 'K.U.K.' fighter prototype

PLANET

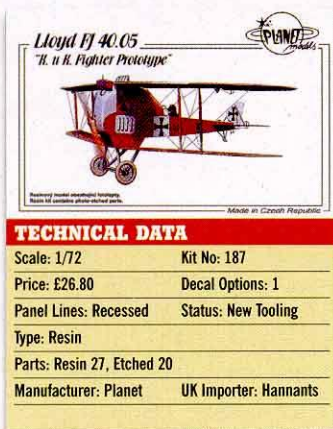
1/72

BY DAVE HOOPER

Opening the sturdy looking box reveals a selection of finely moulded pale yellow resin parts. The quality of the moulding is extremely good and I was particularly impressed with the wafer thin trailing edges on the wings. Also included is a small fret of photoetch parts, mainly for cockpit detail, control horns and those all important spoked wheels. The instructions consist of a collection of black and white photographs showing the positions of the various parts. I liked this approach as it avoided those moments of uncertainty you often get with traditional diagrams. Other than for colour references, no plans are included.

Construction

The fuselage is moulded from a solid block of resin with the pilot and gunner/observer positions hollowed out.



As one would expect from this type of moulding the cockpit detail is quite sparse consisting of a bucket seat, control column and photo-etch instrument panel. However, once fitted I found this level of detail to be quite acceptable. The upper and lower wings are fitted directly to the fuselage making this a very easy biplane construction, although I found the interplane struts to be a little too short and these were replaced. Only one photo-etched spoked wheel piece per tyre is provided which tends to give the finished item an adequate, if somewhat two-dimensional appearance.



Colour options

As this aircraft was a 'one off' prototype only one colour scheme is appropriate. Interestingly, the wings of this aircraft were covered in a thin skin of wood veneer. Historically this was not found to be an ideal material as once damaged, it had a tendency to peel away. The decals look very nice on the sheet. However I had trouble getting them to settle on to anything other than a flat surface, even with the use of Microscale decal solution. The decals were very brittle and more than once needed to be touched up with paint.

Conclusion

This is a nice little kit of a very unusual subject and I had lots of fun building it. I found the basic construction to be

extremely simple and it was only when I got to the small finishing touches (such as photo-etch control horns) that a few choice expletives could be heard coming from my workshop. The Lloyd FJ 40.05 was built at a time when designers were trying to solve the problem of fitting forward firing guns onto an aircraft, and as such this model serves as a fine example of one of the more interesting and novel solutions attempted.

SAMI



Nord 262A Fregate

BROPLAN

1/72

BY JOHN BISSET

Derived from a Max Holste design, the Nord 262 was developed from the Super Broussard, and was built as a light transport and feeder liner of the Sixties. The French forces used it under the name Fregate. A long-time favourite of mine, the opportunity to finally build one overcame my reluctance to tackle vacforms.

The vacform mouldings of this kit are adequate, though not as crisp as many recent moulds I have seen, in a soft and shiny surfaced material, which is quite hard to work with, at least at first. The injection moulded items by contrast belong to a previous generation, disappointing in their crudeness. They are moulded in a strangely pliable greenish plastic and need a lot of clean-up and improvement work. They did greatly enhance the final effect.

Construction

Amongst the vacform mouldings are cockpit details, including instrument panel and central binnacle, side panels and bulkheads. The injection items include crude seat backs and control columns. Sadly none of this is visible later. I deviated from the instructions, which suggested cutting away the upper cockpit area to fit a clear vacform



windscreen and cockpit roof piece. I didn't think that would fair in adequately so I carefully cut out the cockpit windows and cemented the clear windscreen pieces into the two fuselage halves. This worked well enough for my standards.

One feature I liked was the two-piece vacform wing spar, which was a great help when fitting the wing. To improve the moulding, the rear fuselage is a separate item. I could not get this to join up without a noticeable join line which needed several rounds of filling and wet sanding back. This was my fault, due to my inexperience with vacforms, not the fault of the kit.

The engines are built up from three



items, vacform and injection, which was finicky to do. Individual injection moulded propeller blades and rather crude hubs also required careful assembly.

Colour Options

This kit is supplied with decals for a Fregate of the Aeronavale, operating in the maritime surveillance role. I elected to complete mine as an Air Force Fregate light transport, complete with dayglo panels, bringing back happy memories of summers in France. Good door and danger stencils are included. Strangely, it is recommended the sheet

be coated with clear acrylic. I used Microsoft Decal Film and had no problems at all.

Conclusion

Overall this was an enjoyable build and, with work and some care, it produces a fair representation of this rather lovely small transport. If French aeroplanes are one of your enthusiasms, as they are mine, and the limitations of vacform models don't deter you, it's well worth the effort and likely to be the only opportunity to model this type. One for the enthusiast, not the beginner. Recommended.

SAMI



THE FALKLANDS WAR COLLECTION

New from Airfix to commemorate the 25th Anniversary of the Falklands War are these three very collectable sets.

The 1:24 scale Sea Harrier FRS-1 comes with a superb Falklands War log unique and only available through Airfix.

The Falklands Collection contains the main six fixed-wing aircraft used in the conflict along with a brilliant war chart showing the actions these aircraft took.

The Vulcan used famously during the campaign is now available as a Gift Set and as with all three sets contains a brush, adhesive and new Humbrol Acrylic paint.



www.airfix.com

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Every month a bewildering selection of etched brass and resin accessories is released by the aftermarket manufacturers. The interest generated by these is enormous, and while far more are probably bought and sold than ever actually used, the fascination they hold for the modelling public is sufficient to warrant serious attention from magazines such as this. *Scale Aviation Modeller International* has a policy of featuring every item received, and this section has become a first point of call for many modellers on the lookout for those optional extras to superdetail their kits.

Manufacturers are invited to submit their products, no matter how limited the run, for consideration in these pages.

Ram it In

AIRES

Now we are just getting silly! No sooner had Hasegawa got their two-seat Starfighter on the market than Aires had a beautiful cockpit set to fit into it, and now we have another two in the shape of one for an early D and one for the TF-104. The main difference between these and the previous release are the early ejector seats, and each set has slightly different control panels. My crystal ball must have been working overtime last month as I prophesied the scaling up of the Hustler Exhausts – now let's hope that I was right about an updated cockpit in both scales.

1/48

Spitfire F Mk 22 Super Detail Set

Product No: 4340

Designed for: Airfix

Price: £22.40

TF-104 Starfighter cockpit set

Product No: 4341

Designed for: Hasegawa

Price: £12.70

F-104D Starfighter cockpit set

Product No: 4344

Designed for: Hasegawa

Price: £12.70

B-58 Hustler exhaust nozzles

Product No: 4345

Designed for: Monogram

Price: £12.70

F-16C Falcon cockpit set

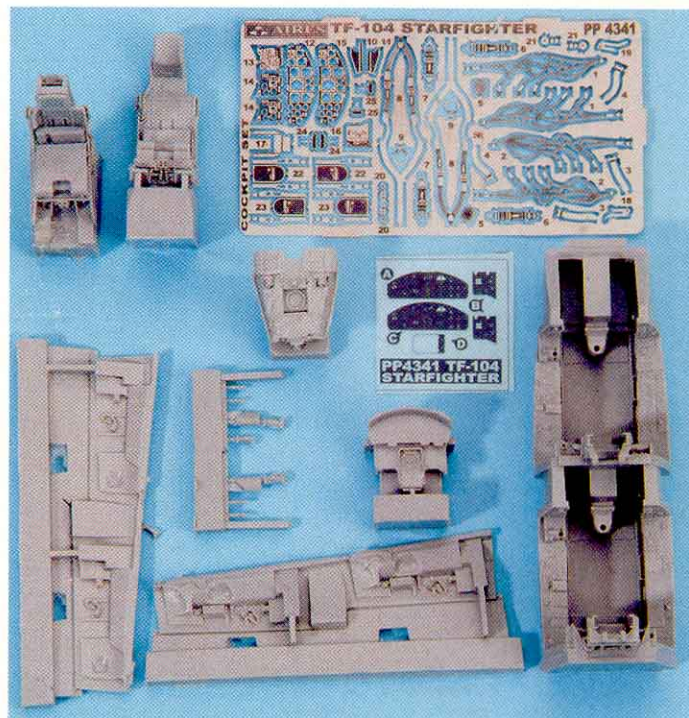
Product No: 4346

Designed for: Tamiya

Price: £7.25

F-16C Falcon radome

Product No: 4347



TF-104 Starfighter cockpit set

Designed for: Tamiya

Price: £5.40

1/32

F-15C Eagle (late) cockpit set

Product No: 2063

Designed for: Tamiya

Price: £16.70

Conclusion

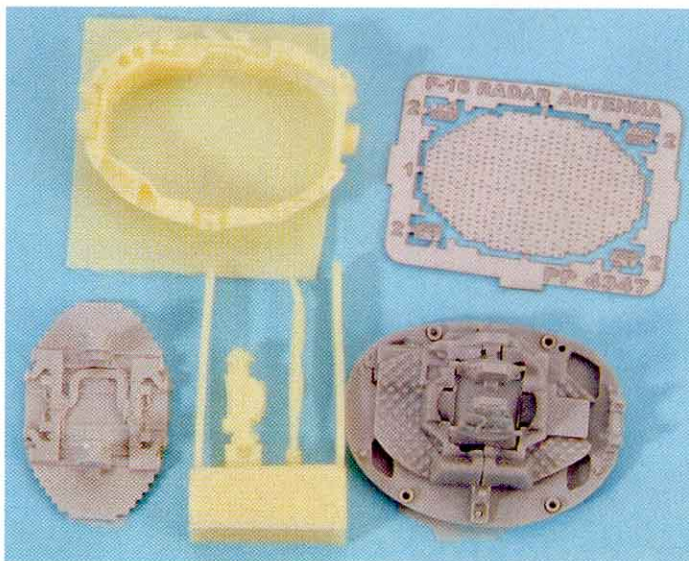
So many good sets from Aires this month that it is hard to know which to pick as a highlight. If pushed I would say it is that small F-16 Radome set as it is so easy to add to your model but would make such a major difference to the look of it, and even better it is being sold at a bargain price.



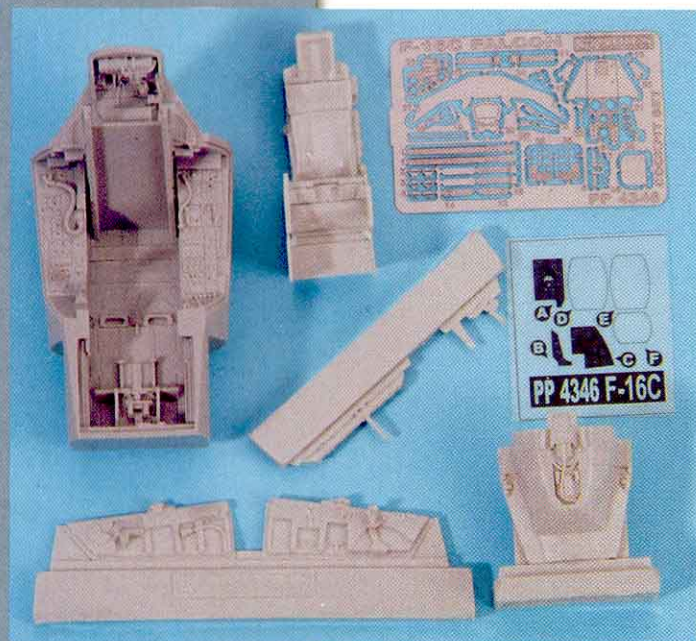
B-58 Hustler exhaust nozzles

Aires products can be purchased in the UK from Hannants and LSA Models.

SAMI



F-16C Falcon radome



F-16C Falcon cockpit set

Swift Kicks

QUICKBOOST

1/72

P-40M/N Warhawk exhaust

Product No: QB 72 096 Price: £1.50

Designed for: Academy

Messerschmitt Bf 109G control lever

Product No: QB 72 097 Price: £1.50

Designed for: Any 109G

Messerschmitt Bf 109G-10 interior gun cover

Product No: QB 72 098 Price: £1.50

Designed for: Any 109G

P-61B Black Widow gun barrels

Product No: QB 72 099

Designed for: Dragon

Price: £1.99

F4U-5 Corsair engine

Product No: QB 72 100

Designed for: Italeri/Revell

Price: £2.60

Bristol Beaufighter porcupine exhausts II.

Product No: QB 72 101

Designed for: Hasegawa

Price: £1.50

TBF-1C Avenger exhaust pipes

Product No: QB 72 102

Designed for: Hasegawa

Price: £1.50

P-47D Thunderbolt undercarriage covers

Product No: QB 72 103

Designed for: Academy

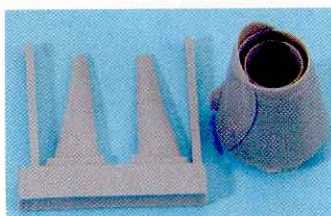
Price: £1.99

P-38M Lightning gun barrels

Product No: QB 72 104

Designed for: Dragon

Price: £TBA



Hawker Hunter Mk. 9 conversion



F4U-5 Corsair engine

Beaufighter External Fuel Tank

Product No: QB 72 105

Designed for: Hasegawa

Price: £TBA

SM-79 Sparviero correct cowlings

Product No: QB 72 106

Designed for: Italeri

Price: £TBA

F-8 Crusader air scoops

Product No: QB 72 107

Designed for: Academy

Price: £TBA

Messerschmitt Bf 109F tropical dust filter

Product No: QB 72 108

Designed for: Fine Molds

Price: £TBA

Messerschmitt Bf 109G gun cover

Product No: QB 72 109

Designed for: Any 109G

Price: £TBA

TBM-3 Avenger exhaust pipes

Product No: QB 72 110

Designed for: Hasegawa

Price: £TBA

Hawker Hunter Mk 9 conversion

Product No: QB 72 111

Designed for: Revell

Price: £TBA

1/48

Fw 190A-7 slipper tank

Product No: QB 48 106

Designed for: Eduard

Price: £3.50

Focke Wulf Fw 190A gun covers/closed

Product No: QB 48 107

Designed for: Eduard

Price: £1.99

Messerschmitt Bf 109G control lever

Product No: QB 48 108

Designed for: Any 109G

Price: £1.99

Messerschmitt Bf 109F exhaust

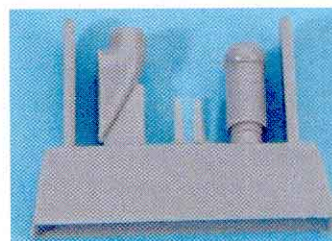
Product No: QB 48 110

Designed for: Hasegawa

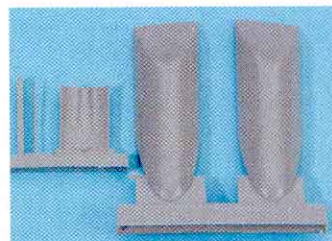
Price: £1.99



Focke Wulf Fw 190A-8 gun barrels



Messerschmitt Bf 109F tropical dust filter



Fw 190A-7 slipper tank

Beaufighter external fuel tank

Product No: QB 48 111

Designed for: Tamiya

Price: £3.50

P-38M Lightning gun barrels

Product No: QB 48 114

Designed for: Academy

Price: £TBA

Focke Wulf Fw 190A-8 gun barrels

Product No: QB 48 109

Designed for: Tamiya

Price: £1.99

F4U-1 Corsair undercarriage covers

Product No: QB 48 112

Designed for: Tamiya

Price: £2.60

Su-27 Flanker B correct nose

Product No: QB 48 116

Designed for: Academy

Price: £TBA

Focke Wulf Fw 190A-8 cowlings with exhaust

Product No: QB 48 117

Designed for: Eduard

Price: £TBA

Messerschmitt Bf 109K gun cover

Product No: QB 48 119

Designed for: Any 109G

Price: £TBA

Focke Wulf Fw 190 pitot tubes

Product No: QB 48 120

Designed for: N/A

Price: £TBA



Su-27 Flanker B correct nose



TBM-3 Avenger exhaust pipes



Messerschmitt Bf 109F exhaust

F9F Panther gun barrels

Product No: QB 48 121

Designed for: Trumpeter

Price: £TBA

1/32

F4U-1 Corsair ejection seat with safety belts

Product No: QB 32 029

Designed for: Trumpeter

Price: £2.60

Messerschmitt Bf 109K gun barrels

Product No: QB 32 030

Designed for: Hasegawa/Revell

Price: £1.99

F-15E ejection seats with safety belts

Product No: QB 32 031

Designed for: Tamiya

Price: £4.85

Messerschmitt Bf 109K gun cover

Product No: QB 32 032

Designed for: Hasegawa/Revell

Price: £TBA

Conclusion

This latest mass of accessories will go a long way towards raising the standard of modelling all across the board. Aires' Quickboost items, like Eduard's Zoom sets, are a perfect introduction to after-market detailing, and can be recommended as both cheap, and easy to use.

SAMI



F4U-1 Corsair ejection seat with safety belts

Spook Updates

CUTTING EDGE

More stuff to please the Phantom Phanatic this month from Cutting Edge in both 1/32 and 1/48 scale. Most of these sets are simple replacement tailplanes in both slotted and unslotted varieties without the stiffener plate found on later examples, but the jewel in the crown of this month's releases will be particularly welcomed by modellers who like something that little bit different, or fans of the Israeli Air Force.

1/48

F-4E (S) Peace Jack Conversion

Product No: CEC48492

Designed for: Hasegawa

Price: \$26.99

A reconnaissance variant of the F-4E, the F-4E(S) carried a HIAC-1 camera system in its nose, mounted on a rotating platform that enabled photographs to be taken through the three windows located around the nose. To disguise this aircraft's special nature the forward nose had a painted radome even though no radar was fitted. Three F-4E(S) reconnaissance aircraft were

produced and entered service with the Israeli Air Force in 1978; one aircraft was lost on operations in 1982 and the surviving examples are believed still to be in service.

This conversion makes it simple to produce an interesting variant and includes the camera and its rotating platform as well as the forward fuselage in grey, with the windows cast in optically clear resin. A small instruction sheet clearly shows the assembly process and markings are available for one aircraft on Cutting Edge Decal sheet CED48004. This aircraft carries the Bat squadron red arrow and bat insignia on the tail and an Iraqi kill marking on the nose. It also includes markings for a



F-4E (S) Peace Jack Conversion



F-4 Unslotted Stabilizers without stiffeners

further 10 Israeli aircraft as well as the F-4E(S).

F-4 Unslotted Stabilizers without stiffeners

Product No: CEC48510

Designed for: Hasegawa

Price: \$12.99

This set, and the following conversions, are simple replacements for the kit parts, moulded in grey resin. You will have to be careful removing the parts from the casing block as it would be easy to inadvertently remove the small mounting pin.

F-4 Slotted Stabilizers without stiffeners

Product No: CEC48515

Designed for: Hasegawa

Price: \$12.99

1/32

F-4 Unslotted Stabilizers without stiffeners

Product No: CEC32191

Designed for: Tamiya

Price: \$15.99

F-4 Slotted Stabilizers without stiffeners

Product No: CEC32191

Designed for: Tamiya

Price: \$15.99

Conclusion

The Stabilizers make it easy for anyone to produce an early Phantom though some research will be required to ensure which type was carried by the aircraft you are modelling. As for the F-4E(S) conversion, if I had to build just one Phantom it would be this one, as this variant is rarely photographed and equally rarely seen on the table at model shows.

As I have said before, the exchange rate is currently in our favour so visit Meteor Productions website at www.meteorprod.com to see the full Cutting Edge range.

SAMI

Thunder in my Heart

AMS RESIN

Last month we featured a cockpit set from AMS for the Kinetic F-84; this was one of nine sets that this manufacturer has produced designed for the F/RF-84 family. Why so many, you may ask?

The F-84 has been produced in 1/48 by Revell/Monogram, Heller and Kinetic and each is engineered differently, requiring separate sets. AMS have also produced versions for both early and late variants in US service and also for those in use by European nations.

1/48

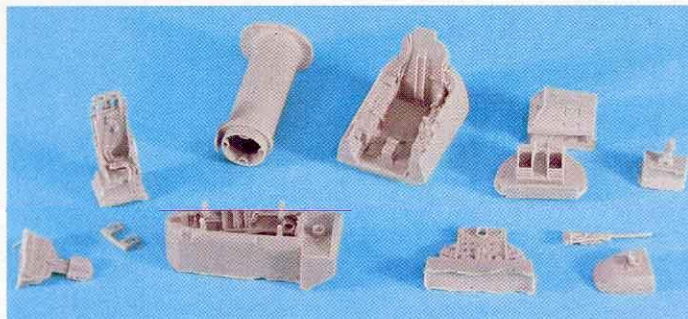
F-84F Detail Set Early Version

Product No: 48002

Price: \$24.95

Designed for Revell

Once again the photographs that accompany this review will not do justice to the quality of the resin in these sets, and once again it is the seat that is the jewel of the set with a level of detail I have rarely seen equalled by any resin manufacturer. With all AMS sets to date it is important to specify which kit you will be using. On this set the profile of the resin parts has been adjusted to fit the Revell/ Monogram kit and a test fitting to an old Monogram kit in my



RF-84F Thunderflash Set Late Version

collection showed a near perfect fit with only a small amount of preparation needed to the kit parts. These modifications are all clearly explained in the small accompanying instruction sheet.

RF-84F Thunderflash Set Late Version

Product No: 48008

Price: \$24.95

Designed for Heller

This item maintains the high standard set by the previous sets, and although it is currently quite hard to find a Heller Thunderflash, it is due to be reissued by Fonderie later this year. The Thunderflash detail set is available in three versions - an early model with a G type seat, a late version suitable for block 55 aircraft and later, and finally a European version with a Martin Baker seat.

Conclusion

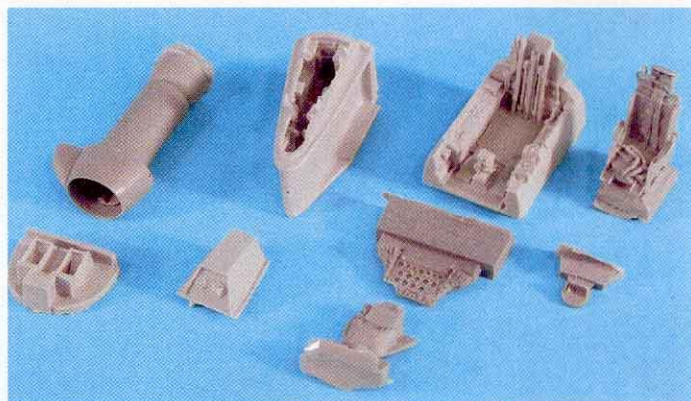
If you have an F-84 in your stockpile or any interest in the type these sets are a must-have. In fact I am so impressed that I am considering

building and painting one of these cockpits to display separately on a small wooden base as a centrepiece for my 1950s collection.

All of the sets reviewed to date are currently available, as well as the production version of the T-33 wheel bay set we previewed last month. Future projects include a whole range of accessories for the F-100 Super Sabre in both 1/32 and 1/48 scale. More news of these in a future issue.

The AMS range is available online at <http://mysite.verizon.net/resqt29j>. Payment can be made via Pay Pal and if you have any queries you can contact AMS models' owner by Email at hairold@verizon.net

SAMI



F-84F Detail Set Early Version



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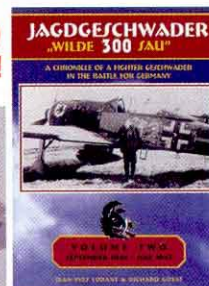


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1/72



Fiat G.55B "Double Seater Trainer"
1/72



Fokker D.XXI 4. sarja
"Wing with Slots"
1/72



Potez 63-11
"French Reconnaissance Plane"
1/48

SH72027 DAP Beaufort Mk. VIII "In RAAF Service" 1/72
SH72104 Fiat G.55B "Double Seater Trainer"
SH72116 Fokker D.XXI 4. sarja "Wing with Slots" 1/72
A069 Potez 63-11 "French Reconnaissance Plane" 1/48

more info: www.cmkkits.com

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Flat Tops and More

TOP DECKING

Like many modellers I spend far too much valuable modelling time surfing the web looking for inspiration for my next model, and it was during one of these surfing sessions that I came across the American company Flat Tops and More, and in case you have not guessed they specialise in a range of products related to American aircraft carriers.

1/48

US Navy Aircraft Carrier Deck WWII to Korea

Price: \$29.50

This kit supplies parts to produce a carrier deck for any Yorktown Class, Essex Class, or a generic deck for an Escort Carrier. Each set supplies a 7"x8" inch base board made from PVC, four sets of laser-cut wooden deck panels, 12 etched-brass tie-down strips and four plastic U struts sections.

A small instruction sheet clearly

guides you through the assembly process and enough material is supplied so that you can create a deck base angled whichever way you desire. The instruction sheet notes the different layouts of planking between the different carrier classes and for the various areas of the carrier deck.

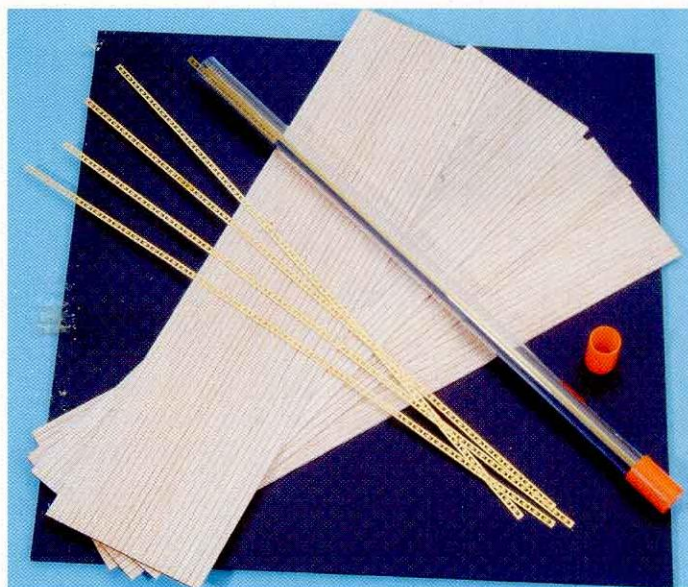
The wood as supplied is very light and you are advised to use a commercial wood stain to produce a colour that matches your reference photographs. This appears to vary from a light teak colour through to a dark mahogany with variable amounts of weathering.

I am going to build up this deck as soon as I can and will feature it in the review section in a future issue so readers can see the finished item.

Conclusion

This base looks like it will make a superb display of your latest US Navy aircraft from pre-war Vindicators to Korean War Panthers and everything in between.

The kit is also available in 1/72 scale for \$18.25 and there is also an Oval



deck section that replaces the rectangular expanded PVC plate with a nice wooden base for \$36.

Flat Tops and More also make a modernised Essex wooden carrier deck and a range of printed carrier decks that from the photographs we have seen look

very realistic, without the need for any construction. We hope to feature further products from this company in the next issue but if you have Internet access you can visit Flat Tops' web site at www.flattopsandmore.com

SAMI

Stringbag Bits

MDC

With the recent release of a new version of the Swordfish from Tamiya it is time to revisit some of MDC's excellent sets designed for this kit. But first some history. Before the Tamiya Kit, MDC produced a multi media kit of the Swordfish, and at the time this was one

of most advanced model kits ever produced. When Tamiya launched their injection moulded Swordfish MDC responded by releasing a number of conversions and detail sets based on the contents of their original kit for use on the Tamiya offering. All are moulded in MDC's normal grey resin with only minimal cleaning up required before use, and most sets have a small set of black and white instructions.

1/48

Fairey Swordfish Etched Brass

Product No: MDC48001

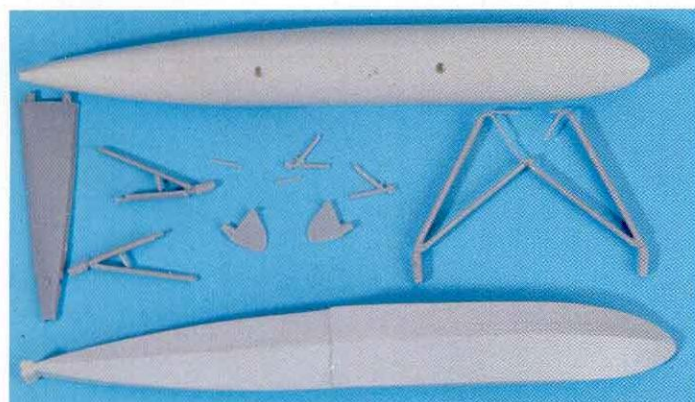
Designed for: Tamiya Mk II or MDC Mk III conversion

Price: £14.50

Includes instrument panel and cockpit details, windscreen framing, and a mass of parts to fabricate weapons carriers



Swordfish Long Range Fuel Tank



Swordfish Float Plane Conversion

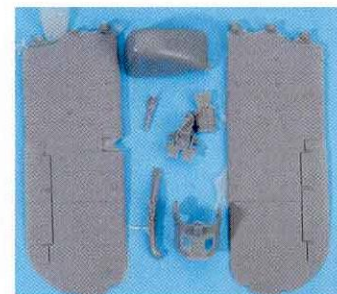
Swordfish Float Plane Conversion

Product No: CV480038

Designed for: Tamiya

Price: £10.50

Tamiya did produce a floatplane version of their kit but this is now quite hard to find, so if you want to model this interesting variant this set will supply a set of resin floats, plus struts, rudders and a new rear fuselage.



Swordfish Mk.III Conversion

Swordfish Mk III Conversion

Product No: CV480040

Designed for: Tamiya

Price: £7.50

For me this is the most interesting conversion that MDC have produced. The Mk III carried an air-to-sea radar in a housing between the legs and the original MDC sheet, which is now available in the Xtradecal range, includes an all-black example with white invasion stripes which would make a stunning model.

This set includes the large antenna, a modified cockpit coaming, radar set, night exhaust, larger oil cooler and finally a pair of modified wing surfaces that feature the metal panels required to carry a set of rocket rails.

Swordfish Long Range Fuel Tank

Product No: DS48010

Designed for: Tamiya

Price: £2.50

This is probably the simplest conversion ever produced, supplying the fuel tank that was fitted in the cockpit during long range missions, most famously the attacks against the Italian fleet at Taranto.

Conclusion

The Tamiya Swordfish is a superb kit that is really simple to construct and makes a surprisingly large model. These sets from MDC are really gilding the lily and are of equal quality to the Tamiya kit and even better value, as they retail for a very reasonable price.

I must mention a set that we did not receive but is a must-have for anyone building a Swordfish. Set DS48009 provides a set of bulged wheels, radio, pilot's seat with harness but most importantly four parts to reproduce the dropped upper flaps that are seen on all parked Swordfish. This is the one area that Tamiya missed on their kit as the slats are moulded as one with the upper wings, making this £6.95 set an essential purchase to anyone building the Tamiya kit.

MDC products can be ordered from MDC, Victoria Place, Victoria Road, Ripley, Derbyshire DE5 3FW, UK telephone 01773 51344, or visit their website for a look at the full range.

SAMI

More Gannet Brass

EDUARD

This month is an F-16-fest from Eduard, with no fewer than four sets of brass and a set of masks for the new Tamiya kit, and though I thought we had seen enough brass for Trumpeter's Wellington, Eduard must disagree as we now have another 2 sets to add to the twelve that they have already released.

One set that deserves particular mention is the pre-coloured cockpit for the Gannet in 1/72. This yet again raises the bar on what can be achieved with this medium and there is no way that any but the most talented of modellers could reproduce the detail seen here with a paintbrush.

1/72

Do 17M/P

Product No: CX 185 Mask Price: £4.99
Designed for: RS Models

Gannet AS Mk 1/4

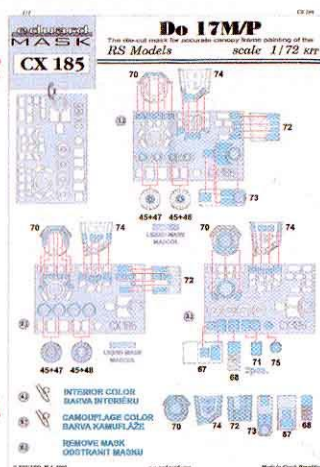
Product No: SS 290 Zoom Price: £3.70
Designed for: Trumpeter

F4U-1A Corsair

Product No: SS 291 Zoom
Designed for: Tamiya
Price: £3.70

Ju 88G-1 Night Fighter

Product No: SS 297 Zoom
Designed for: Hasegawa
Price: £3.70



Do 17M/P

F4U-1A Corsair

Product No: 73 291
Designed for: Tamiya 66775 kit
Price: £11.75

Ju 88G-1 Night Fighter

Product No: 73 297
Designed for: Hasegawa
Price: £13.50

1/48

F-16CF Fighting Falcon

Product No: EX 216 Mask
Designed for: Italeri
Price: £4.99

Fulmar Mk 1

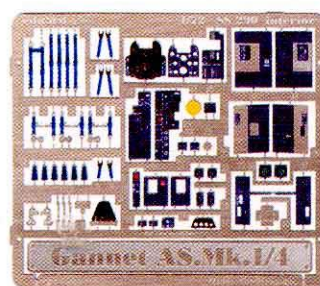
Product No: EX 217 Mask
Designed for: MPM
Price: £4.99

Wellington Mk III

Product No: EX 215 Mask
Designed for: Trumpeter
Price: £5.60

JAS 39 twin seater

Product No: EX 219 Mask
Designed for: Italeri
Price: £5.60



Gannet AS.Mk.1/4

A-10 Thunderbolt II interior

Product No: FE 377 Zoom
Designed for: Italeri
Price: £4.99

F-16CJ Block 50 Fighting Falcon

Product No: FE 383 Zoom
Designed for: Tamiya 61098 kit
Price: £4.99

Seatbelts Italy WWII

Product No: 73 015
Designed for: N/A
Price: £3.15

A bit of confusion on this set, though listed with a 1/72 scale number the description is correct and the etched seat belts are 1/48 scale

A-10 Thunderbolt II exterior

Product No: 48 566
Designed for: Italeri
Price: £13.50

Wellington Mk III exterior

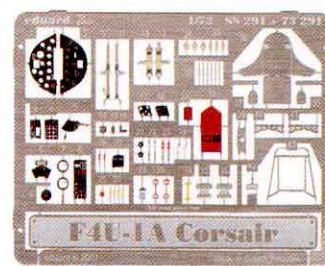
Product No: 48 569
Designed for: Trumpeter
Price: £11.75

Wellington Mk III cockpit interior

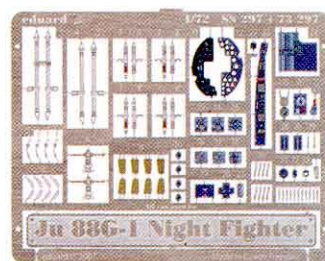
Product No: 49 379
Designed for: Trumpeter
Price: £18.50

F-16CJ Fighting Falcon ladder

Product No: 48 578
Designed for: Tamiya
Price: £8.75



F4U-1A Corsair



Ju 88G-1 Night Fighter

A-10 Thunderbolt II interior

Product No: 49 377
Designed for: Italeri
Price:

F-16CJ Block 50 Fighting Falcon

Product No: 49 383
Designed for: Tamiya 61098 kit
Price: £13.50

F-16CJ Block 50 Fighting Falcon undercarriage

Product No: 49 390
Designed for: Tamiya
Price: £13.50

1/32

Bf 109K interior

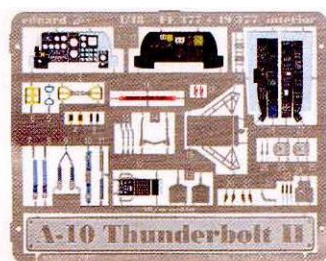
Product No: 32 572
Designed for: Hasegawa
Price: £13.50

Conclusion

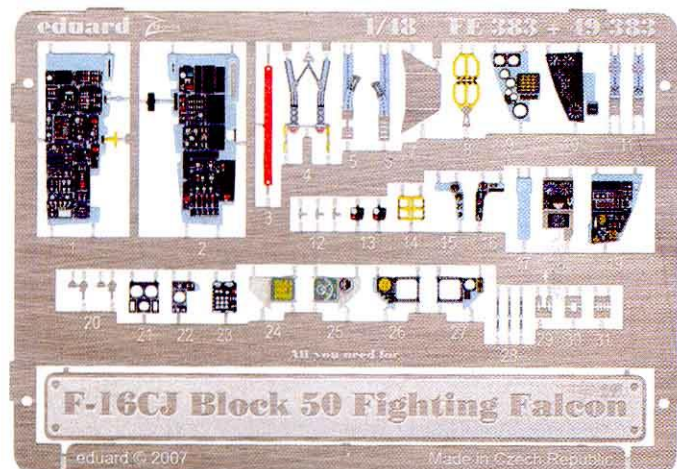
Something for everyone this month. The Gannet and A-10 Zoom sets are must-haves for anyone building the Trumpeter or Italeri kits and the Fulmer and Do.17 masks will make painting these multi-panel canopies a piece of cake.

Eduard products are available from LSA Models and both branches of Hannants.

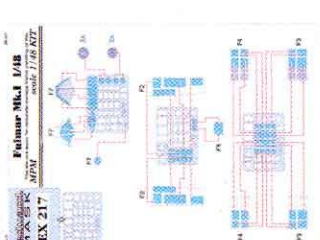
SAMI



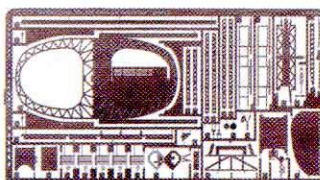
A-10 Thunderbolt II interior



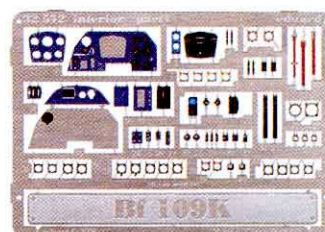
F-16CJ Block 50 Fighting Falcon



Fulmar Mk.1



Wellington Mk.III cockpit interior



Bf 109K interior

Cover Ups

MONTEX MASKS

Montex have been quiet recently as they have been working on their new 1/32 scale Resin Kits. The first, a CAC Boomerang, is now available and the second, a Gloster Gamecock, should be available soon. This month they have used their resin experience to produce a really nice conversion for Hasegawa Fw 190.

We also have their normal mix of Mini, Maxi and Super Mask sets. The Minis provide canopy masks for both inside and outside, the Maxi adds Division Insignia and squadron codes and a Super Set includes full colour instructions, masks and decals.

1/72

Mini Masks

F4U-1 Corsair

Product No: SM 72135 Designed for: Tamiya

F4U-1A/D Corsair

Product No: SM 72136 Designed for: Tamiya

Breguet Atlantic

Product No: SM 72137 Designed for: Revell



Pochette contenant des pochoirs pour peindre les verrières (extérieur, intérieur), décalcomanies, insignes nationaux et marquages d'unités tactiques pour les deux appareils suivant.
This set includes masks for painting canopy (outside, inside), decals and marking for two following aircraft.

Wellington IC, 301 Squadron RAF (Polish), Swindon, 1941.



Wellington IC, 304 Squadron (Polish), Coastal Command.

54-134 Wrocław ★ ul.Bednarska 18/2 ★ Poland
e-mail:pmcmontex@op.pl ★ www.montex-mask.com

Wellington IC



P-47D Thunderbolt



Pochette contenant des pochoirs pour peindre les verrières (extérieur, intérieur), décalcomanies, insignes nationaux et marquages d'unités tactiques pour les deux appareils suivant.
This set includes masks for painting canopy (outside, inside), decals and marking for two following aircraft.



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Fw 190A-3

C-160 Transall

Product No: SM 72138 Designed for: Revell

Fw 200 Condor

Product No: SM 72139 Designed for: Revell

B-26 Marauder

Product No: SM 72140 Designed for: Hasegawa

Fairey Gannet

Product No: SM 72141 Designed for: Trumpeter

Ju 87A

Product No: SM 72142 Designed for: Special Hobby

Gloster Meteor

Product No: SM 72143 Designed for: MPM

1/48

Mini Masks

Wellington III

Product No: SM 48265 Designed for: Trumpeter

Fairey Fulmar

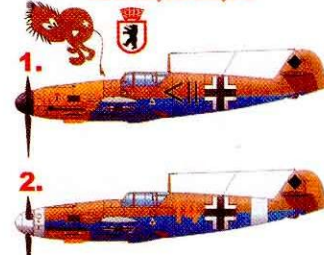
Product No: SM 48266 Designed for: MPM

Blackburn Skua

Product No: SM 48267 Designed for: Special Hobby



Pochette contenant des pochoirs pour peindre les verrières (extérieur, intérieur), décalcomanies, insignes nationaux et marquages d'unités tactiques pour les deux appareils suivant.
This set includes masks for painting canopy (outside, inside), decals and marking for two following aircraft.



54-134 Wrocław ★ ul.Bednarska 18/2 ★ Poland
e-mail:pmcmontex@op.pl ★ www.montex-mask.com

Bf 109F-4 Trop

F9F Panther

Product No: SM 48268 Designed for: Trumpeter

F-16CJ

Product No: SM 48269 Designed for: Tamiya

Rafale M

Product No: SM 48270 Designed for: Revell

Super Masks

Wellington IC

Product No: K 48136 Designed for: Trumpeter

Fw 190A-3

Product No: K 48138 Designed for: Hasegawa

1/32

Super Masks

Bf 109F-4 Trop

Product No: K 32116
Designed for: Hasegawa + Aires conversion set (cat. No. 2002)

SBD-5 Dauntless

Product No: K 32113 Designed for: Trumpeter

P-47D Thunderbolt

Product No: K 32117 Designed for: Hasegawa

Fw 190A-4 conversion

Product No: K 32115 Designed for: Hasegawa

The Hasegawa family has to date concentrated on the longer fuselage late variants. This set enables you to produce an early A-4 by combining the 26 resin parts with a Hasegawa kit. The detailing on the resin parts is very fine and supplies two complete fuselage halves plus control surfaces, wheels, and instrument panel. The markings are a mix of decals and masks and include two attractive options in RLM 74/75/76.

- 1. Fw 190A-4, Obit. Hans Mohr, I/JG 1. This option has a green dragon on the nose and a squadron



This set includes resin parts, masks for painting canopy (outside & inside), decals and marking for two following aircraft.



54-134 Wrocław ★ ul.Bednarska 18/2 ★ Poland
e-mail:pmcmontex@op.pl ★ www.montex-mask.com

Fw 190A-4 conversion

badge under the canopy.

- 2. Fw 190A-4, Lt. Eberhard Burath, I/JG 1, April 1943. One of the most attractive Fw 190s ever with its white and black striped cowling plus group and squadron insignias on the nose and under the canopy.

Conclusion

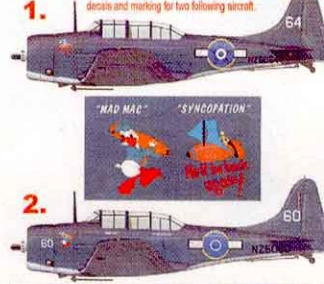
The resin conversion looks to be the perfect introduction to large scale conversions and the striped nose A-4 would make an attractive addition to your model shelf. The masks are up to Montex's normal high quality and the result you can achieve using this system, with a little practice, looks far better than decals. What I find truly amazing is the speed at which Montex get their masks to market mere weeks after the kit has arrived on the hobbyshop shelves.

To see the full range visit the Montex website at www.montex-mask.com and remember they now have UK dealers in SBX models and Cammelt Ltd.

SAMI



Pochette contenant des pochoirs pour peindre les verrières (extérieur, intérieur), décalcomanies, insignes nationaux et marquages d'unités tactiques pour les deux appareils suivant.
This set includes masks for painting canopy (outside, inside), decals and marking for two following aircraft.



54-134 Wrocław ★ ul.Bednarska 18/2 ★ Poland
e-mail:pmcmontex@op.pl ★ www.montex-mask.com

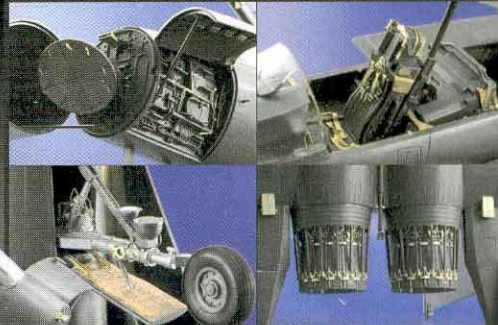
SBD-5 Dauntless

eduard

BEST BRASS AROUND



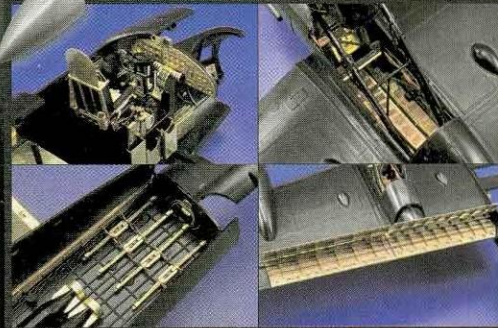
32169+32177+32596 F-15E Strike Eagle 1/32 PE sets



48556+48551+FE370+48555 Fw 190A-8 1/48 PE sets



48537+48563+48564+48565 Lancaster 1/48 PE sets



more on www.eduard.com

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1/700TH

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- 53027 PT-15 Japan Torpedo boat (Tam) £13.50

1/350TH

- 53021 USS BB-63 Missouri (Tam 78018) £31.50
- 53034 Pacific V-day 2 Sept. 1945 £31.50

1/24ND COLOR AIRCRAFT SETS

- 23009 BF 109G-2 placards self adhesive (Tru) £5.50
- 23013 Fw 190 instruments bezels 1/24 £5.50

1/32ND COLOR AIRCRAFT SETS

- 32604 Seabell's USAF & USN WWII early £3.50

1/48TH COLOR AIRCRAFT SETS

- 49375 F-104G Starfighter self adhes. (Has) £11.75
- 49378 F9F-2 Panther self adhesive (Tru) £13.50
- 49384 Swordfish Mk.II self adhesive (Tam) £13.50

1/72ND AIRCRAFT SETS

- 72458 B-17 Flying Fortress land flaps (Aca) £11.75

1/72ND COLOR AIRCRAFT SETS

- 73298 Gannet T.Mk.2 int (Tru) £14.95
- 73303 Ki-61 Hien/Tony (Dra) £3.50

ZOOM SETS

1/48TH COLOR SETS

- FE375 F-104G Starfighter self adhesive (Has) £4.75
- FE378 F9F-2 Panther int self adhesive (Tru) £4.75
- FE384 Swordfish Mk.II self adhesive (Tam) £4.75

1/72ND COLOR SETS

- SS298 Gannet T.Mk.2 int (Tru) £3.50

MASK SETS

AIRCRAFT 1/72ND

- CX188 Petyakov Pe-2 (UM Model) £4.75
- CX189 Anson Mk.I (Spe Hob) £4.75
- CX190 PV-2 Harpoon (Spe Hob) £4.75
- CX192 Ju 88C-6 (Has) £4.75
- CX196 B-26G Marauder (Has) £4.75

AIRCRAFT 1/48TH

- EX220 Sea Hawk FGA Mk.6 (Tru) £4.75
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- JX065 MS-406C (Spec Hob) £3.50
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BIG ED - 61 I Hien (Has)

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- BIG482 LANCASTER (tam) £66.50
- BIG524 Fw 200C CONDOR (rev) £31.50
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Aires

1/32ND

- 2056 F-16C Fighting Falcon wheel bay £12.75 ACA
- 2057 A-7D Corsair II cockpit set £16.75 TRU
- 2058 A-7E Corsair II electronic bay £7.25 TRU
- 2059 A-7D Corsair II electronic bay £7.25 TRU
- 2060 F-15C Eagle (early version) cockpit set TBA TAM
- 2061 Spitfire Mk. V cockpit set £10.99 HAS

1/48TH

- 4325 TF-104G cockpit set £12.75 HAS
- 4326 He 162 wheels + paint mask £4.50
- 4330 Harrier GR Mk. 7 cockpit set TBA
- 4331 Spitfire F Mk. 22/24 cockpit set £7.25 AIR
- 4332 IL-2 wheels + paint mask £4.50 X
- 4333 F-14D Tomcat cockpit set £12.75 HAS
- 4334 Spitfire F Mk. 24 cockpit set £7.25 AIR
- 4335 Hispano 20mm cannons w/ flame damper £4.50 X

1/72ND

- 7161 JAS-39A/B Gripen exhaust nozzle - opened £4.50 ITA

- 7162 Ju 88 wheels + paint mask £2.25 HAS
- 7163 F-14A Tomcat cockpit set £7.25 HAS
- 7165 JAS-39C Gripen exhaust nozzle - closed £4.50 ITA
- 7166 JAS-39C Gripen exhaust nozzle - opened £4.50 ITA

QUICKBOOST 1/48TH

- QB48085 BF 109E exhaust £3.00 TAM
- QB48086 P-47D undercarriage covers £4.15 HAS
- QB48087 BF 109G tropical filter £3.00 HAS
- QB48088 Fairey Swordfish Mk. I exhaust £3.00 TAM
- QB48089 Spitfire 409I fuel tank £4.15 HAS
- QB48091 YAK-1 exhaust £3.00 ACC/EDU
- QB48092 P-39Q/N exhaust £3.00 HAS

QUICKBOOST 1/72ND

- QB72075 Ju 87D exhaust £2.50 ITA
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- QB72077 Fw 190A-6 propeller large type £3.00 HAS
- QB72078 F4F-3 wildcat wing conversion £5.50 HAS
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- QB72081 P-61A Black Widow engines £4.15 DRA

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TP02245	A-7D Corsair II £59.99	£39.99
TP02414	Hurricane Mk.I £59.99	£39.99
TP02416	Hurricane Mk.IIc Trop £59.99	£39.99
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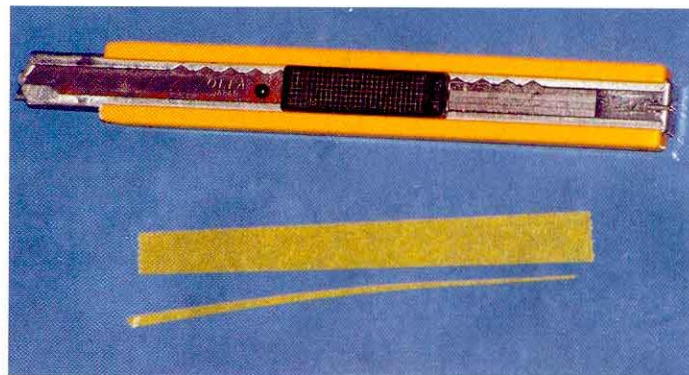
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What Do You Know?

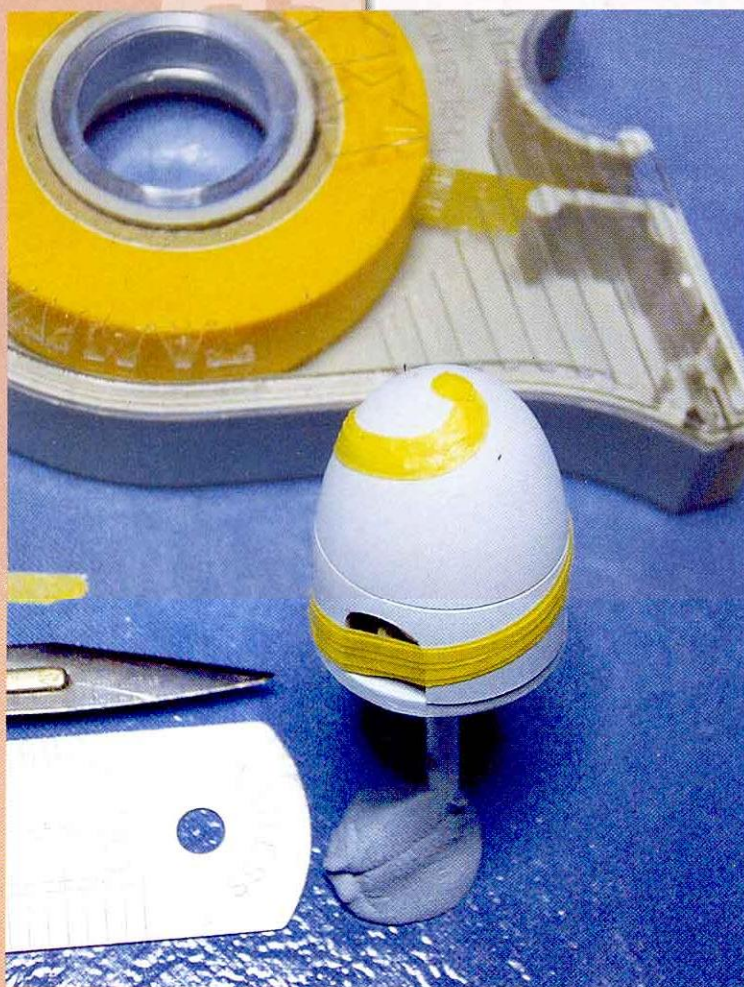
As SAMI continues to broaden both its coverage and its distribution, requests for more modelling tips have increased correspondingly. In response to demand not only from newcomers and those returning to the hobby, but also from experienced modellers who appreciate that there is always something new to learn, we present a series of short articles demystifying some of those 'everyone knows that!' subjects. Remember — just because it seems obvious to you, it may not be to the rest of us!

Painting spinner spirals

The practice of painting spirals on spinners is quite popular. One can see them occasionally on the spinners of jet airliner engines, but they were often used during World War Two. Many believe that the purpose of the spiral was to induce a state of hypnosis on an attacker and direct their shots away. Well... at least that was the excuse used by poor shooters. In fact, a spinning spiral would rather attract and concentrate the eye on the spinner instead of direct it away from it. The real explanation for the use of such a decoration is much simpler. When a warplane is viewed from head-on in the heat of battle, when quick decisions must be made, there is very little to indicate whether it is a friend or a foe.



Cut the masking tape into thin wedge-shaped strips. To do this, apply the tape to an old tile and use this as a cutting surface. A piece of glass or a cutting mat can also be used to this end. The strips were cut with a scalpel running along a steel ruler. Avoid using plastic or wood as a straight edge, as these soon lose their shape and will not give a straight line.



The same method applied to the spinner of an Fw 190D. This same method can be used in any scale. The end result — as with so many other aspects of modelling — will be determined by the care with which you apply your masking tape.

In the European skies, whereas the RAF painted the leading edges of wings to assist with such identification, the Luftwaffe painted aircraft spinners in a variety of ways. At first, the spinners were painted in segments, and later they were adorned with a spiral. The Allies were aware of this identification feature as a result of the interception of Luftwaffe communications, which explains why there were no Allied planes featuring a spiral on the spinner (with a few rare exceptions).

A number of modelling products are



Paint the spinner in the colour of the spiral, white in this case.

available to help with decorating a spinner in this manner. Many decal sheets provide spinner decals, but because spinners comprise a complex compound curve, the decal needs to be coerced with decal softening solutions and coaxed to bed down evenly, leading to varying results.

Pre-cut masks are also available from a number of manufacturers, in a variety of materials such as vinyl or masking tape, and they may work better. However, painting spirals on spinners can be done quite easily, and



Apply the thin strips of masking tape in a spiral pattern around the spinner. The thinner the strip, the easier it will conform to the curved surface. Press the masking tape well around the spinner. Make sure that the tape curves evenly around the body without any kinks or folds. Fill the space between the two wedges of masking tape with masking fluid or another thin strip of masking tape.

with little effort or special skills required.

You will need a good and flexible masking tape — I used Tamiya tape — and a scalpel. The example covered in this feature is from a Bf 109, but this method can be used on any other type of spinner.

SAMI



Spray the main body of the spinner. Black Green in this case. The paint must be misted at a low pressure (12-15 psi) in a light pattern, at a 90° angle, or as close to that as possible. Do not allow it to build up into 'wet spots' as this will allow paint to bleed under the masking tape. Build up the paint slowly.



After the paint has dried thoroughly, carefully remove the masking tape. This should reveal a neat spinner spiral.



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Aftermarket decal sheets are another of those crucial aspects of the hobby that excite such attention. Reviews of decal sheets received not only provide information on available products, but can act as a useful reference point in its own right.

Scale Aviation Modeller international recognises the importance to the modeller of all aftermarket products, and our commitment to featuring new releases of decals, kits and accessories is absolute.

All items received for review will be treated with serious and professional consideration.

New Imprint

IMPACT DECALS

If you have an example of Revell/Monogram's A-6 Intruder in your pending pile and are looking for some decals, this new company may have what you are looking for.

Impact decals are going to produce a range of sheets illustrating aircraft of a specific Squadron/ Unit and their debut sheet contains markings for three versions of the A-6 Intruder flown by VMA (AW) -224 Bengals between 1971 and 1992.

The decals are well printed and in perfect register and supply nicely detailed squadron badges and national insignia for one Low Viz and one High Viz scheme, though airframe stencilling will have to come from the kit. The instructions are in full colour and supply clear four-view drawings and a colour guide using FS numbers.

1/48

USMC Intruders Part 1 VMA [AW]-224

- 1. A-6A, 155661, NL/551, VMA (AW)-224, USS Coral Sea, 1971. This option is in the standard Gull Grey over white scheme with a green rudder. A small amount of simple conversion work is required to



backdate the Revell kit.

- 2. A-6E, 155616, WK/02, VMA (AW)-224, MCAS Cherry Point, 1976. The most attractive scheme on this sheet with the tail fin, rudder and fuel tank fins painted in navy blue.
- 3. A-6E (TRAM), 149953, WK/506, VMA (AW)-224, MCAS Cherry Point, 1992. A Low Viz scheme and strangely the only one to feature the early style air brake on the fuselage sides.

Conclusion

This is a superb start especially as the A-6 is a type that does not have decals

produced for it very often. I like the idea of decals themed on units rather than aircraft, and hope that Impact may expand on this idea by including different types on each sheet as it is rare for most modellers to build two or three examples of the same aircraft.

At the time of writing this sheet is only available directly from the manufacturer for \$14. They have a website at www.impacthobbydecals.com or can be contacted by mail at Impact Hobby Decals, 13307 N. Etna Green Dr. Camby, IN 46113, USA or via email at impacthobbydecals@yahoo.com

SAMI

Ultimate Detail

ISRA DECAL

Any new product from Isra is always going to be a highlight for me as they make some of the most well researched decals on the market. This month we have two new sheets in 1/32. The first covers the F-16A and enables you to model any aircraft from the five squadrons that operate the type, and the second enables you to produce a model of any A-4 E/F/H or TA-4F/J/H in Israeli service.

The real highlight on any Isra sheet are the instructions, which are

miniature reference books that not only clearly show examples of each squadron's aircraft but also include reference photographs of the real aircraft.

1/32

IAF-56 Israeli Air Force F-16A Netz

- 1. F-16A/B The Negev Squadron.
- 2. F-16A/B Golden Eagle Squadron.
- 3. F-16A/B Flying Wing Squadron 2003.
- 4. F-16A The Flying Dragon Squadron.
- 5. F-16A/B The Golden Eagle Squadron.
- 6. F-16A/B The Phoenix Squadron - early tail art.
- 7. F-16A/B The Phoenix Squadron - later tail art.

IAF-57 Israeli Air Force A-4 Ahit A-4E/F/H & TA-4H/J/F

- 1. The Flying Wing squadron.
- 2. The Smashing Parrot squadron.
- 3. The Battering Ram squadron.
- 4. The Valley squadron.
- 5. The Flying Tiger squadron.
- 6. Knights of the North squadron.
- 7. Golden Eagle squadron.
- 8. Flight School.



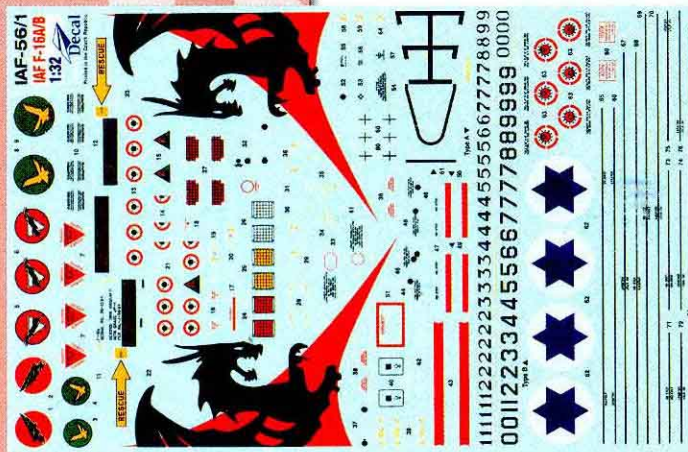
IAF-57 Israeli Air Force A-4 Ahit A-4E/F/H & TA-4H/J/F

Conclusion

The close contacts that Ra'anán Weiss of Isra has with the Israeli air force really show in the detail that is his trademark, and as he also designed some of the schemes applied to the F-16 you know that there is never going to be a decal sheet that is more accurate.

Isra's decals can be ordered online from www.isradecal.com, or alternatively Hannants and the Aviation Hobbyshop normally stock their sheets in the UK.

SAMI



IAF-56 Israeli Air Force F-16A Netz

Fuelling Around

ZOTZ DECALS

The most risqué art work ever applied to an aircraft appears on this sheet. During the Vietnam War F-105 pilot Capt. Victoria Vizcarra decided that the boomers flying the KC-135 tankers needed some incentive to correctly position the boom for refuelling, so his F-105 had a naked female figure painted on the nose with a certain area of her anatomy positioned over the refuelling receptacle. This natural metal aircraft, called *Pussy Galore*, flew for some months with this artwork applied until Capt Vizcarra ended his tour and returned to the US. On his second tour the same artwork was applied even larger and with more detail on his second mount, *Pussy Galore II*. Unfortunately this artwork did not last long, as he was ordered to remove it quite quickly, but not before it was

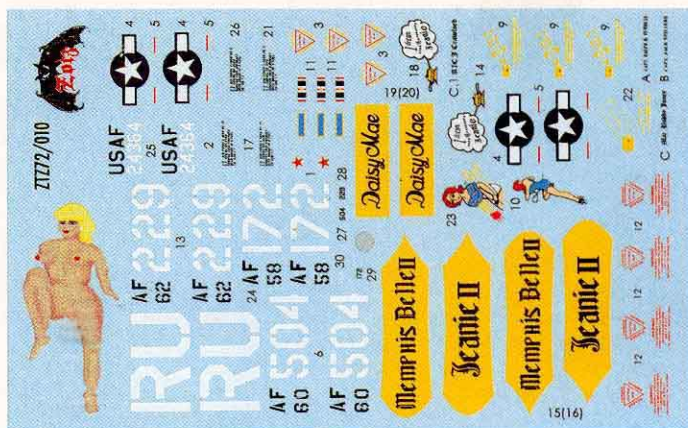
captured on film, as seen on the cover of this decal sheet. As well as *Pussy Galore* you also have three other aircraft, all finished in the SEA camouflage scheme and with artwork on the nose and the aircraft name on the intake lip.

The decals are to Zotz's normal standard and the colour instruction sheet clearly shows the decal placement and camouflage patterns.

1/72

ZTZ72/010 Thud Alley

- 1. Republic F-105D. RE-5. Daisy Mae.
- 2. Republic F-105D. RE-10. Memphis Belle II.
- 3. Republic F-105D. RE-25. Jeanie II/I Dream of Jeanie.
- 4. Republic F-105D. RE-31. Pussy Galore II.



Conclusion

The highlight of this sheet is the massive *Pussy Galore* nude and though this scheme has been reproduced on sheets before it has never been reproduced with as much detail as here. If you do not want to reproduce that scheme, the three others are all interesting and *Memphis Belle II* carries two MIG kill

markings, and is today on display at the USAF museum.

Zotz decals can be purchased in the UK from A2Zee Models. For more information visit their website at www.a2zeemodels.com

The full Zotz range can be viewed at their website at www.Zotz.com

SAMI

Kunstlich!

PEDDINGHAUS

The latest release from Peddinghaus covers some interesting WW2 Luftwaffe schemes plus an example of a P-38 Lightning. Each sheet supplies markings for one aircraft including all the individual markings plus national insignias and in most cases a selection of the major servicing stencilling.

Each sheet includes a small instruction sheet that clearly illustrates the colour scheme and the positioning of all of the markings. The decals are very well printed and in perfect register but remember that they are covered in a one-piece film so you will need to trim close to each image before use.

1/72

EP1373 Messerschmitt 163.

- 1. Me 163 JG 400 Pilot Jupp Muhlbach. Also available in 1/48 and 1/32.

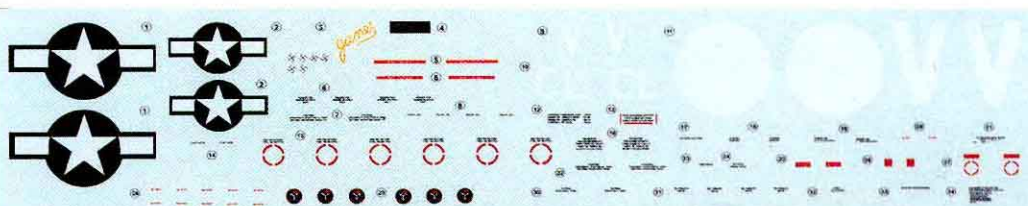
EP1388 Heinkel 111 in the desert

- 1. He 111. III/ KG26 1942.

1/48

EP1453 Focke Wulf Fw190A-4

- 1. Fw 190A-4 Oberstleutnant Walter



EP 1475 P-38J 55 FG/338FS Capt. Thomas White Wormingford, England Juni 44 Made in Germany© by www.peddinghaus-decals.de 2007 1/48

EP1475 Lockheed P-38J Lightning

Nowotny Commander 1/JG54 1942-43 available in 1/72 and 1/32.

EP1466 Messerschmitt Bf 109G

- 1. Bf 109G. Major Hermann Graf Jgr 50. Wiesbaden 1943 available in 1/72 and 1/32.

EP1475 Lockheed P-38J Lightning

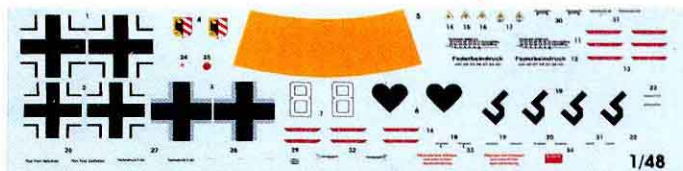
- 1. P-38 J FG/338FS Capt Thomas White. Wormingford 1944. Available in 1/72.

EP735 Messerschmitt Bf109G

- 1. Bf 109G. Major Erich Hartman. Available in 1/72.

Conclusion

Peddinghaus produce an interesting selection of markings that are not available from any other manufacturer and I like the fact that each sheet concentrates on just one subject. I have always found it annoying that I have to



EP 1452 Fw 190 A-4 Oberstleutnant Walter Nowotny. JG 54 Winter 42-43 Made in Germany© by www.peddinghaus-decals.de 2007 1/48

EP1453 Focke Wulf Fw190A-4

buy a sheet with four or five marking options and no stencil details. Peddinghaus produce a diverse range of markings covering many different subjects as well as aircraft in a wide

range of scales so if you are interested in Luftwaffe subjects visit their website at www.peddinghaus-decals@web.de

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EP 1466 Major Hermann Graf Bf 109 G Jgr 50 Wiesbaden 1943 Made in Germany© by www.peddinghaus-decals.de 2007

EP1466 Messerschmitt Bf 109G



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EP735 Messerschmitt Bf109G

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☐ V 9 : 3	☐ V 10 : 3	☐ V 11 : 3	☐ V 12 : 4	☐ V 13 : 5
☐ V 9 : 4	☐ V 10 : 4	☐ V 11 : 4	☐ V 12 : 5	☐ V 13 : 6
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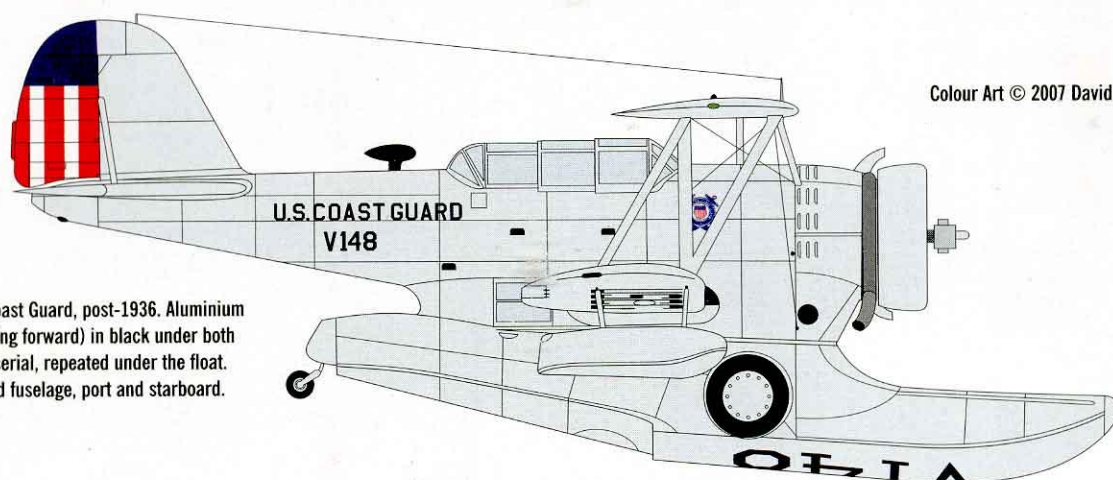
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V148, JF-2 Duck, US Coast Guard, post-1936. Aluminium overall with USCG (facing forward) in black under both wings, black title and serial, repeated under the float. USCG badge on forward fuselage, port and starboard.



Grumman J2F Duck

Ugly Duckling

Perhaps the Duck's story could be said to have started in 1929 following the Curtiss-Wright takeover of Loening Aeronautical. A group of former Loening employees – among them Leroy Grumman – left and formed the Grumman Aircraft Engineering Corporation. Privately financed by Grover Loening, who also provided the manufacturing rights to the Loening-designed retractable landing gear hull, and float, Grumman soon gained their first US Navy contacts.

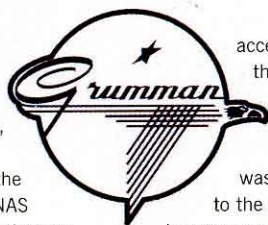
At the Navy's suggestion, Grumman began redesign work on the privately developed XO2L-1, and the first flight

of a prototype, the XJF-1, was made at Grumman's Farmingdale, Long Island, plant during 1932.

This first incarnation, the XJF-1, was delivered to NAS Anacostia for flight evaluations on May 4, 1933, and following some design modifications the machine was accepted into service.

Into Service

The first production JF-1 was delivered to Naval Air Station NAS Norfolk, Virginia, during May of 1934. The following year the Marine Corps



accepted initial deliveries of the type, and these went into service initially with VJ-1 (Utility Squadron 1). The JF-1 was similar in appearance

to the redesigned XJF-1, however armament was usually deleted in favour of a third position for a radio operator. JF-1s were soon serving in far-flung places as diverse as Coco Solo in the Canal Zone, at Pearl Harbor in Hawaii, and the Navy Yard at Cavite in the Philippines.

The JF-2, following on from the JF-1, was powered by a 700 hp Wright R-1820-102 nine-cylinder engine with

a narrow chord cowling in place of the 700 hp Pratt & Whitney engine used in the JF-1 by its predecessor.

Externally, the JF-2s were easily identified by the radio direction finder loop antenna installed on the fuselage spine behind the canopy, and the lack of arresting gear. This unarmed aircraft was designed for the US Coastguard, and operated chiefly from land stations in the US. Four JF-2s were later transferred to the US Navy.

Five further aircraft, designated JF-3, were built for Navy and Marine Corps reserve units in 1935. These were powered by 750 hp Wright R-1820-80 nine-cylinder engines with



The OA-12 Duck is the U.S. Air Force version of the J2F-6. In early 1942 members of the 20th Pursuit Squadron in the Philippines salvaged a damaged Navy J2F, which had been abandoned. Flying this Duck across enemy lines to obtain critical supplies for the defenders of Bataan and Corregidor, the pilots also brought a little candy for the nurses, which earned the aircraft the nickname The Candy Clipper. National Museum of the United States Air Force. (U.S. Air Force photo)

A Duck's Tale Grumman's J2F

The amphibian appeared in the pioneering days of aviation, and by the late 1920s the Loening Corporation had built several varieties for the U.S. military. Structurally, they were conventional single-engined biplanes with one large central float, into which the narrow-track undercarriage retracted, plus small wingtip floats. By the 1930s the concept had passed to Grumman, who further developed the design for the USN. The more refined and powerful J2F-1 to -6 followed, and these served the US Navy well in a variety of second-line tasks right into the 1950s.

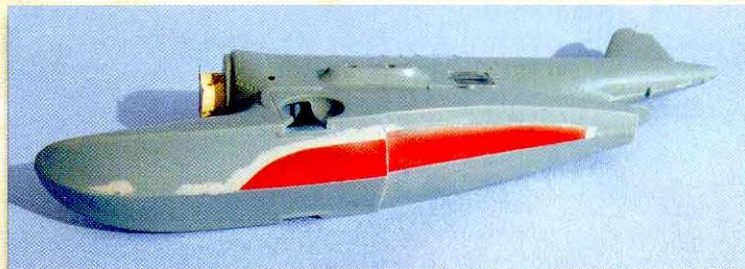
In the '50s, Kleeware issued a 1/54 scale J2F kit, later reissued by ITC, and by Glencoe as a J2F-2. Tom Cleaver calls this 'a recognizable approximation of the original.' He is much more complimentary about the Classic Airframes 1/48 kit, which covers everything from the -1 to the -4. The '70s brought Airfix's J2F-6 in 1/72, good for its day but with outline errors, huge rivets and a hopeless canopy. Now we have Pavla's 1/72 J2F-5/-6, the subject of this build, but still no kit of the early JF.

This is a low-volume kit with low-pressure injected major parts, resin details, and vacform canopies. There are no locating pins anywhere. Outline accuracy is generally very good, except that a wedge-shaped section, 1.5mm. wide at the leading edge, must be added to each tailplane root to correct the marked forward sweep. Further, the hull has both the -5's vertical bulges above and behind the wheel wells, and the -6's air ducts which surround the cowlings rear. One or the other must be removed. The plastic is soft and carves well, so this will present no problem, and the surface detail can thereafter be restored. Good photos of the differences appear in *Air Enthusiast* 23, pp.55 & 77.



Construction

Pavla's part-placement instructions are vague at best, so think ahead. Work out what goes where, then drill and pin your own locations. The injected struts are



hopelessly brittle, so take care in cleaning them up. The tailplane struts are better replaced by flattened copper wire.

The wing edges need serious cleaning up. The resin parts are nicely detailed, and for once less brittle than the small-injected parts. The (injected) propeller blades are supposed to be butt-jointed to the chosen (resin) hub, but you would be better off checking your spares box.

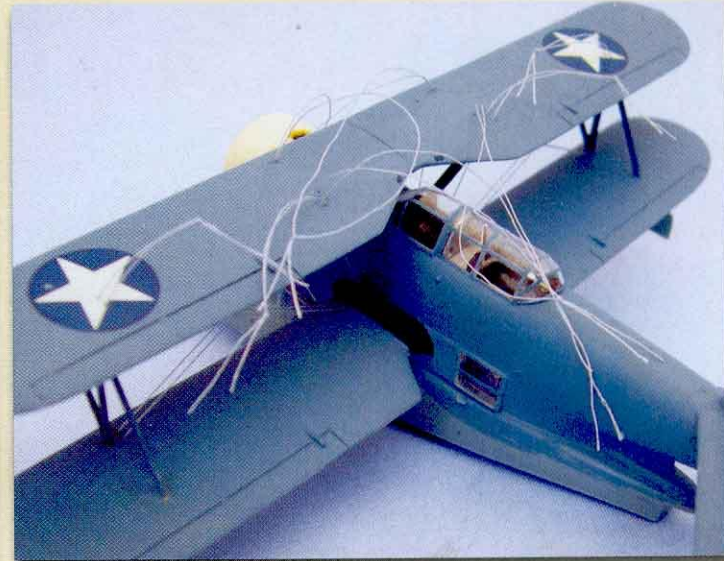
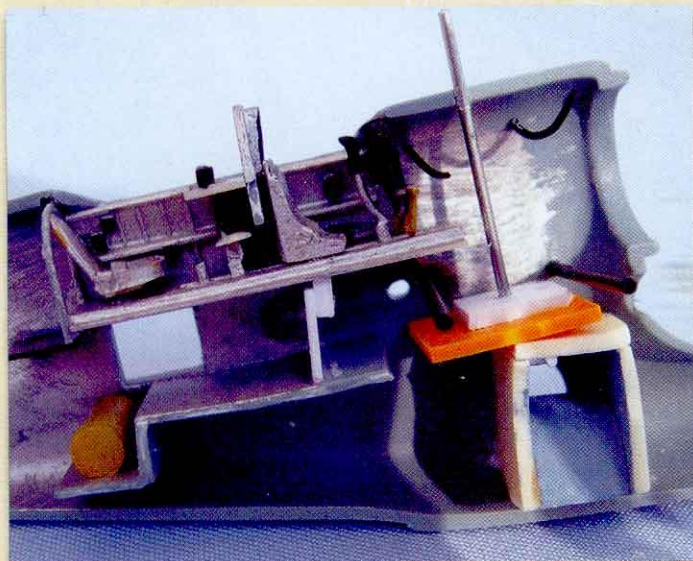
Before joining the fuselage halves a few matters are best borne in mind. The fuselage walls are much too thick to build the interior as a unit. Fit the side detail first, then the floors, then complete the rest of the assembly in situ. The side windows are better replaced by flat sheet. You will need to insert a false roof into the wheel well, and this will need to be notched at the top rear corners for the

undercarriage leg tops.

Other advisable modifications include drilling holes for and pins on the lower wing roots, for a more secure joint, and cutting a groove into the faintly raised strip of plastic at the base of the fin to locate the (modified) tailplane halves.

To better locate the upper wing, on warped and flimsy struts, study the mouldings and your references carefully to find the strut locations (faint outlines and a couple of bulges). Dimple the fuselage for the cabane strut ends. Locate the position of the central strut, part 26, and drill into the top wing for a wire replacement – call it 26A. Superglue the cabane struts to the top wing, and plug 26A into its hole.

When dry, tape the fuselage halves together, lightly trapping 26A, and find

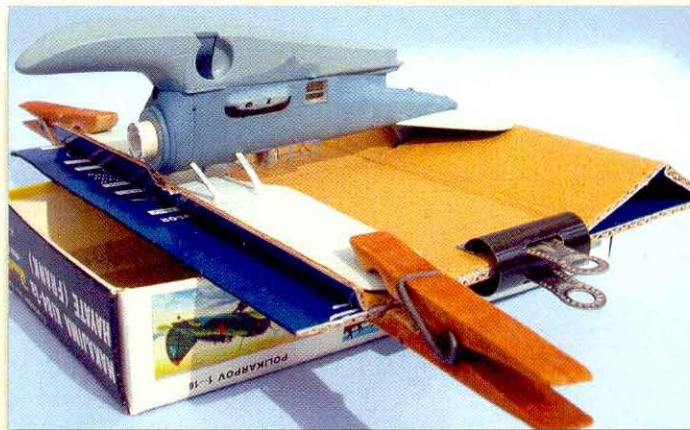




the best fit for the cabane struts. Mark 26A's position, and drill it through the joint line. I built a support for 26A's lower end over the wheel wells, which meant getting the length right.

Now the fuselage halves can be joined. Install the rigging carry-through tubes at this stage, and don't be too surprised when the float bottoms don't match. I used tapered plastic sheet and filler to make them meet at the centreline.

While the fuselage will still lie flat, prepare the undercarriage. The tiny doors – much too thick! – hang vertically from the chine edges. Immediately above, at the ends of the door recess, drill shallow holes to take the lower radius-rods (32). These are swept back, and the butt of the axle goes between the tips of the rods. The upper V (also swept-back) goes to the inside of the



leg, about level with the top of the wheel rim, and its inboard ends lie just above those of parts 32. Assemble these and leave them to set while plugged into the fuselage and steadied with Blu-Tack,

then put them somewhere safe.

Add the engine and cowl, and fit the vacform canopy. It is robust and a reasonable fit, though it helped to chisel a recess under the windscreen and to

build up the fuselage under the rear end.

Take care to get the tailplanes straight and level – decent struts are a real help here.

Wings and Things

Before fitting the wings drill them through for rigging – note that landing and flying wires are doubled, and that some holes go through the cabane strut fairings. Cut grooves between the twin holes under the wings.

When assembling the tip floats and struts it is a good idea to check references for position and drill new locations where necessary – some of those provided are incorrectly positioned. Location holes for the interplane struts are also best cut before the upper wing is assembled.

I made a folded cardboard jig to hold the inverted model while the superglue set. The lower wings followed, with the interplane struts trimmed to suit. Grey 'invisible' mending thread was used for the rigging (dip the end in Klear and it becomes its own needle!) Each section was kept tensioned, with the through holes filled with Krystal Klear, until thoroughly set. When dry, shave the top wing and touch up: finally, add the tip floats and the undercarriage.

Winding Up

Five alternatives are provided with the kit: two camouflaged, two 'silver' and one Argentine, covering 1941-50. I, of course, found a sixth. My subject – a 1942-3 Solomons workhorse – had neither landing lamp nor arrestor hook. I also left off the grab handles and radio aerials, as they'd not survive long. I think I ended up with a decent Duck, but it was jolly hard work. Good luck to you all!

Brian Derbyshire

SAMI





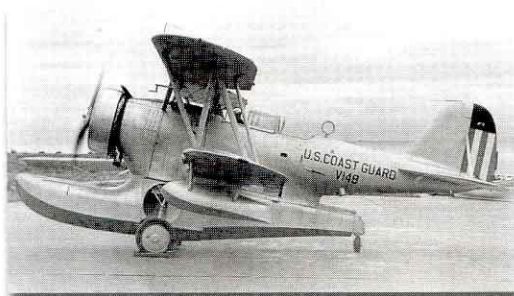
J2F Duck goes through pre-flight on the NAS Jacksonville flight line (US Navy)

narrow chord cowlings, and following their delivery production halted on the Duck until March of 1936 when an entirely new series was ordered.

Enter the J2F

The revised design was given the Navy designation J2F, and differed from the earlier JF series in a number of ways. The machine was re-engined with a 750 hp Wright R-1820-20 air cooled radial, with a short chord engine cowling, and the float was extended forward one foot, for an overall length of thirty-four feet.

The aircraft carried additional equipment to facilitate target towing, smoke-laying, photographic survey and reconnaissance, and medical evacuation, in addition to its usual light transport role. With the exception of the longer float, the airframe remained basically the same as the earlier JF series, and the wing



Grumman J2F-3 Duck in U.S. Coast Guard service

remained unchanged with a span of thirty-nine feet.

The first J2F-1 was retained at NAS Anacostia for experimental purposes. Grumman received an order for thirty J2F-2 Ducks during 1938, and these aircraft, built largely for the US Marine Corps, were powered by a 790 hp Wright R-1820-30 engine driving a two-position adjustable pitch Hamilton

Standard propeller. Armament included a forward firing .30 calibre machine gun and a flexible .30 calibre machine gun in the rear cockpit.

Twenty unarmed J2F-3s were ordered in January of 1939 for VIP use, and these Admiral's Barges were plush and painted Dark Blue and Silver. Improvements included a 790 hp Wright R-1820-36 engine driving a



J2F-1 belonging to USS Saratoga's Utility Squadron (John Garman)

three-blade constant speed propeller.

With war imminent, an increased need for the design was envisaged to support the extended patrol areas. The Grumman Duck was ideal for operations from these improvised outposts, and from September of 1939, a further 32 J2F-4 Ducks were ordered from Grumman. These differed from previous variants only through minor differences to the instrumentation.

Grumman's last variant appeared in 1941, when the first of 144 J2F-5 Ducks was delivered to the Navy. These were powered by a 950 hp Wright R-1820-50 engine housed in a broad chord cowling. Production of the machine was then passed to Columbia in Long Island. Under the designation J2F-6, Columbia built 330 Ducks up until the end of hostilities, this latter differing only in the introduction of the 1,050 hp Wright R-1820-54 air-cooled radial engine.



J2F-6 in pre-war colours



Loening OA-1A – an early antecedent. National Museum of the United States Air Force. (U.S. Air Force photo)



DAYTON, Ohio - The Grumman OA-12 Duck at the National Museum of the U.S. Air Force. (U.S. Air Force photo)

The Duck in Service

Although most J2F-5s and J2F-6s operated from bases in the United States or away from the front during the Second World War, other variants performed sterling service in the Pacific, being used by the Marines and Navy to recover aircrew. J2F-5s assigned to the Fleet Air Base at Cavite provided supplies and medical evacuation for the Bataan garrison at the outbreak of the Second World War.

The final mission for the type in Coast Guard/Navy service came in 1947 when a J2F-6, assigned to the Coast Guard ice-breaker *Northwind*, participated in the Antarctic Expedition dubbed *Operation High Jump*.

The aircraft was responsible for making reconnaissance flights over the South Polar region, liaison and supply flights, weather reconnaissance, and acting as standby rescue and medical evacuation aircraft.

The Duck entered Army Air Force service when a single naval J2F-5 was transferred to the Army Air Force



Nicely restored Duck in the Alaska Air museum (AAM)



Loening OL/OA-1A, US-Amphibious sea surveillance aircraft, 1923 (George Grantham Bain Collection)



U.S. Coast Guard official seal

during 1942. Later OA-12s were drawn from surplus US Navy stocks and overhauled for Arctic operations. Five OA-12As were assigned to the 10th Air Rescue Squadron and operated from Elmendorf and Ladd from 1948 into the 1950s.

A number of J2F-5s and -6s went on to see civilian usage. J2F-6 N67790 starred in the 1974 film *Murphy's War*, while others have been used as firebombers. Certainly the versatility and utility of the machine have allowed it to enjoy a useful, if not exactly celebrated, career.

The Duck Abroad

A number of foreign air forces operated the Duck including, Argentina, Colombia, and Mexico. Argentinian machines operated as the

G-20, and equated approximately to the Coast Guard JF-2s, with the first delivery in 1936. In 1939 these were joined by four J2F-4 equivalents, designated G-15, and in 1948, some thirty surplus J2F-5 and -6s were acquired from the US Navy, a number operating until 1959.

Colombia took delivery of three ex-USAF OA-12Bs during 1948. They carried US Air Force serial numbers 48-1373 through 48-1375, while two Columbia-built J2F-6 Ducks were acquired by Mexico during 1947 for use with *Aviacion Naval Mexicana*.

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References

Grumman JF Duck - Mini In Action

Author: Timothy Hosek,

ISBN: 0897473663 Publisher:

Squadron/Signal

ML 98 Grumman JF/J2F Duck

Author: A. Jarski

Publisher: AJ Press Price: €19.00

This extensive monograph includes 250 photos, 22 sheets of scale plans to 1/48 and 1/72 and text in both English and Polish. Currently the most comprehensive title available on the type, the book describes the history of the aircraft's development and service in the US and Argentina.

http://aj-press.home.pl/ml98_euro.htm

Grumman G15, G20 & J2F Duck

JFN Padin

Publisher: Padin Price: €9.95

General characteristics

Length:	34 ft 0 in (10.37 m)
Wingspan:	39 ft 0 in (11.9 m)
Height:	13 ft 11 in (4.25 m)
Max speed:	190 mph (304 km/h)
Range:	780 mi (1,255 km)
Service ceiling:	20,000 ft (6,100 m)
Armament:	1 × Browning .30 cal machine gun (7.62 mm) on flexible mount for observer 650 lb (295 kg) bombs or depth charges



Modelling the Grumman J2F Duck

Perhaps, if it hadn't have been for the Airfix kit, many of us might never have heard of the Grumman Duck, and certainly would not have considered it as a candidate for a modelling project. Fortunately for the Duck it was part of the classic Airfix canon, and consequently found itself filed away by the party faithful in an evergreen registry of 'must-build' projects. Thus, when returning to the hobby as older, wiser, men, many of us will have found the machine on our shortlist of essential US Navy types.

Of course, lifelong aviation enthusiasts will not have accorded the Duck this injustice, and will instead have recognised its important, but largely unsung, role as a utility aircraft – a 'trash hauler' it might be dubbed nowadays. The Duck seems to have plied its trade all over the US Naval map of World War Two, and as such any modeller interested in US Aircraft from this period will find a serious gap in their collection if they fail to include at least one example of the type.

In the case of both 1/72 and 1/48, vintage kits by Airfix and Glencoe respectively, have been joined by more recent toolings from Pavla and Classic Airframe. There was a vacform in 1/48 of a J2F-6 by Exact Vac, but this is not currently available. So far the Duck has not attracted any manufacturer in 1/32, but with the increasing appeal of larger models, there is yet hope. Certainly any fan of neglected, overworked second-line types would relish a J2F in this scale. Dashing it may not have been, but it has character in abundance, and is well worth consideration for any modeller's collection.

Kits

Airfix #03031

1/72 Grumman J2F-6/OA-12 Duck

Dating from 1968, the Airfix Duck has resurfaced periodically with different decal sheets and colour options. The basic kit features 68 parts, with only a rudimentary interior and a lot of rivet detail on the external surfaces. As with many kits of this vintage, the transparency presents the biggest problem, and many will consider a replacement essential.

Not currently on general release, second. hand items are not hard to find, and the kit is well worth a look by



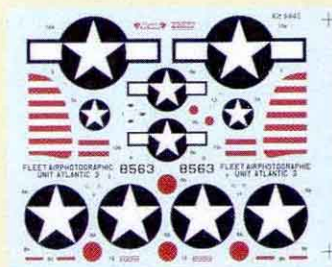
anyone interested in the type. Options in the more recent issue included a J2F-6 based at NAS Patuxent River in 1943 – this is the aircraft shown on the box artwork. The second is a USAF OA-12 of the 10th Rescue Squadron, based at Elmendorf in Alaska in 1948.



Pavla Models #72056

1/72 Grumman J2F-5 Duck £21.70

This limited run injection moulded kit – subject of the accompanying review – includes resin detail parts, vacform canopies and decals for US and Argentine machines.



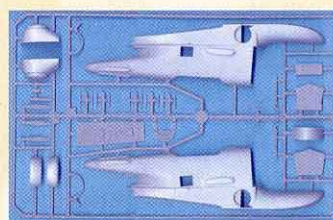
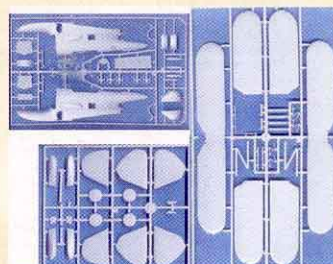
Classic Airframes #443

1/48 J2F-1-4 early version £32.50

Classic Airframes #445

1/48 J2F-5/6 late version £32.50

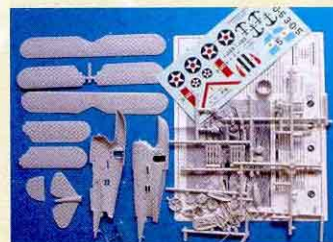
Classic Airframes' kits are regarded with some warmth by Duck aficionados, and are generally reckoned to be a good, accurate representation. The fabric effect is excellent, but surprisingly the rivet detail present on the real aircraft has been omitted in favour of engraved panel lines. From a modeller's point of view, this is no bad thing, as replacing sanded-off rivets is certainly beyond the scope of many of us in the smaller



scales.

Cockpit and engine detail are nicely done in resin, and a one-piece injected transparency is provided – no vacform. Colour options for the early version include a machine from Marine Scouting Squadron 3, based at Bourne Field in the Virgin Islands in 1940, and two station hacks from Pensacola.

The early version is currently listed as out of stock, and may not be readily available.



Glencoe Models #0005122

1/48 Grumman J2F-2 Duck £15.99

Glencoe have reissued their venerable kit. Sources suggest it is slightly underscale, and opinions vary between 1/50 and 1/54 as a more accurate assessment. The kit is injection moulded and includes a one-piece injected

canopy. Although the moulds are very old, and interior detail is minimal, the kit does have some possibilities. Three options are given, and depict a J2F of VU-1, 1-J-23, based at Pearl Harbor, a J2F of VMS-3, 3-MS-1, based in the Virgin Islands, and a JF-2, 3-O-5, of the Argentine Navy.

Decals and Accessories

The inclusion of resin parts, and the high level of detail in the recently released kits from Classic Airframe and Pavla may have deterred the after-market industry from focusing on the type, although a colour photo-etch set from Eduard would not look out of place in either. Modellers wishing to convert existing kits will be forced to rely largely on their own skills and resources.

FALCON

Clear-Vax Canopies

1/72 scale Set No.1

US NAVY WORLD WAR II

- 7201 Mustang
- 7202 Mustang
- 7203 Mustang
- 7204 Mustang
- 7205 Mustang
- 7206 Mustang
- 7207 Mustang
- 7208 Mustang
- 7209 Mustang
- 7210 Mustang

Accessories

- Engines & Things #72072 1/72 Curtiss Wright R-1820 F Series engine for J2F £TBA
- Falcon #0172 1/72 vacform canopies USN WWII part 1 Includes J2F Duck £9.99
- Falcon #1248 1/48 vacform canopies USN WWII part 1 Includes J2F Duck £9.99
- Squadron/Signal #9520 vacform canopy for J2F Duck £3.99

S09519 P-51D Mustang Canopies (2)

S09520 J2F Duck (1)

S09521 F8F Bearcat Canopies (2)

Decals

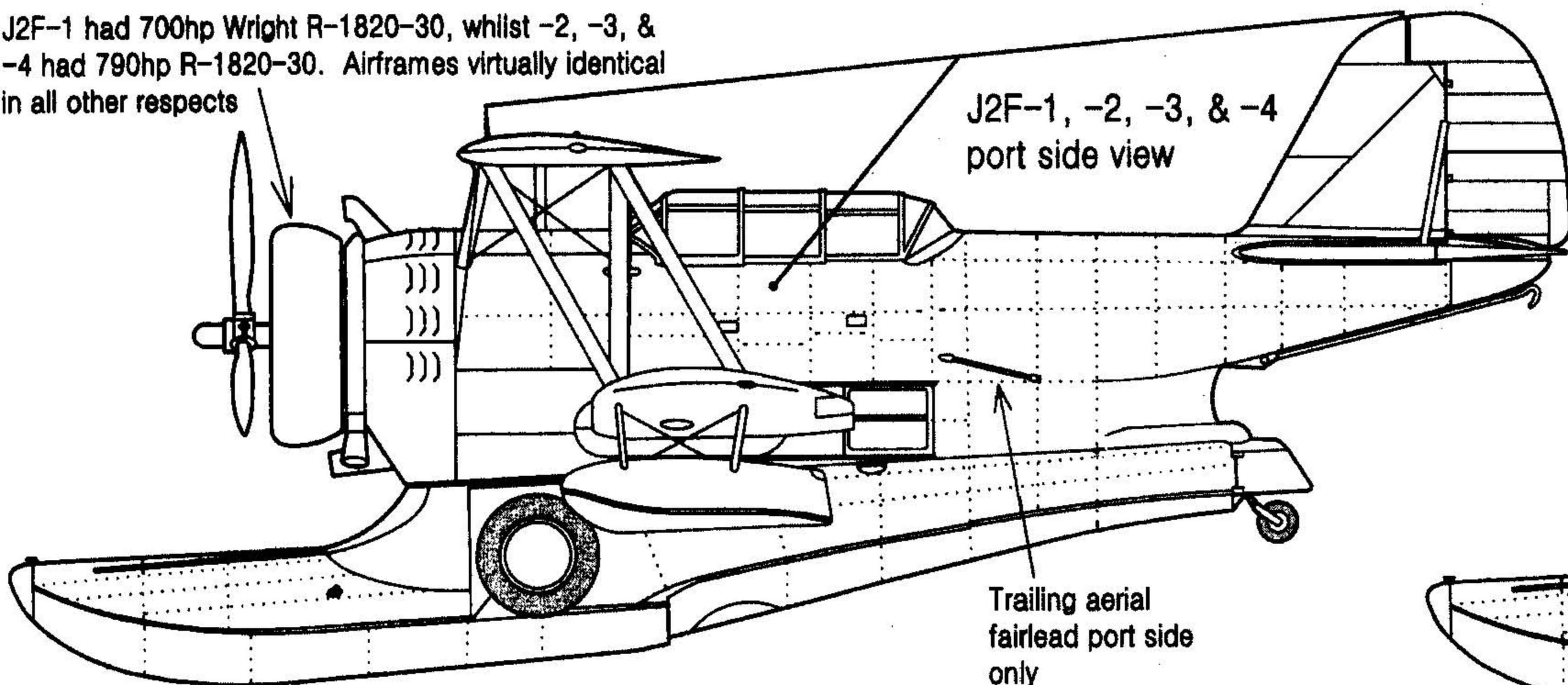
Superscale's sheets are no longer currently available, but Yellow Wings' releases are just around the corner and should provide some colourful options for pre-war aircraft. Generic national insignia and codes are not hard to source, and between these and the kit options, the modeller will have plenty of choice.

- Superscale 72448 J2F 1/72 Decals for VMJ-2 Alameda, Fleet Air Photo Atlantic, 4 Sqn Utility, USS Saratoga 1941
- Superscale 72449 J2F 1/72 Decals for Adm Brown Annapolis 1939, USCG, VMJ-2 Alameda, 5 Sqn Training
- Yellow wings 48-064 1/48 Grumman J2F Duck £TBA
- Yellow wings 48-066 1/48 Grumman J2F Duck £TBA

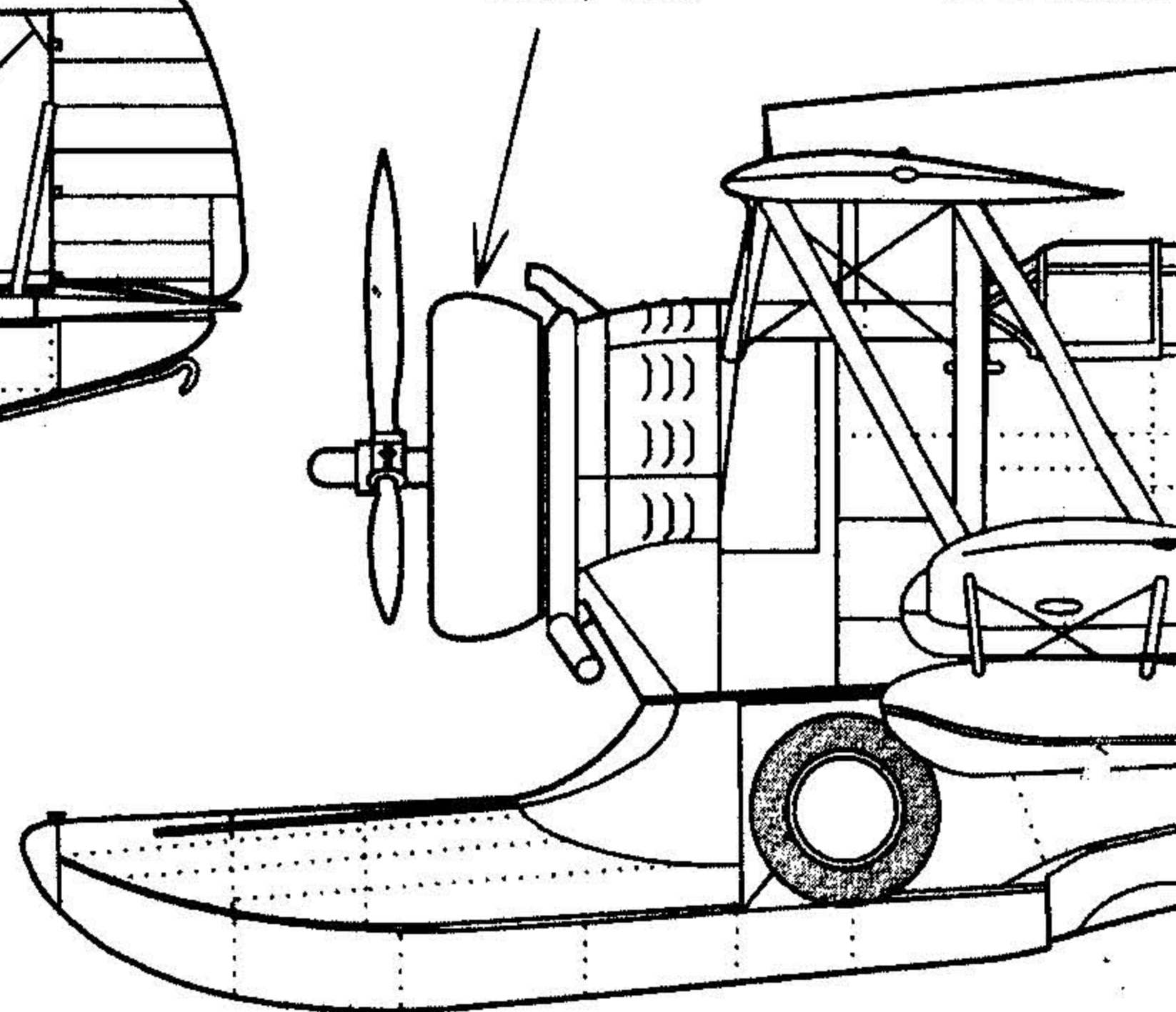
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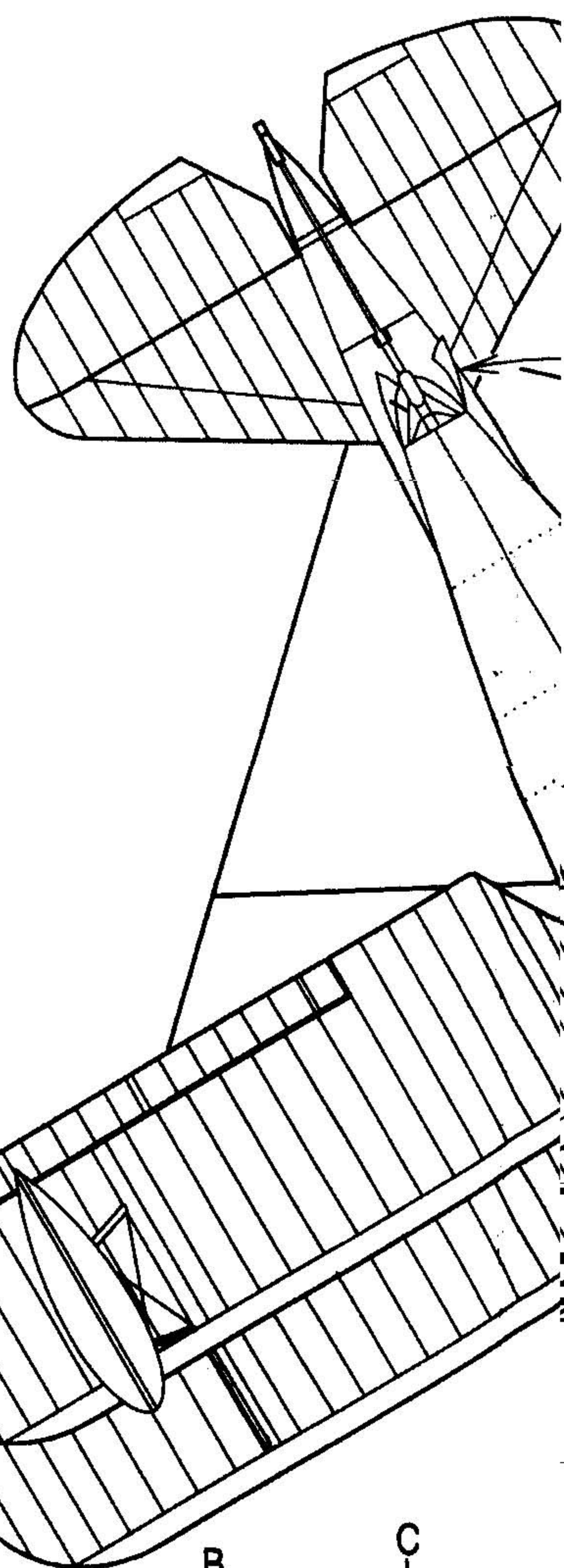
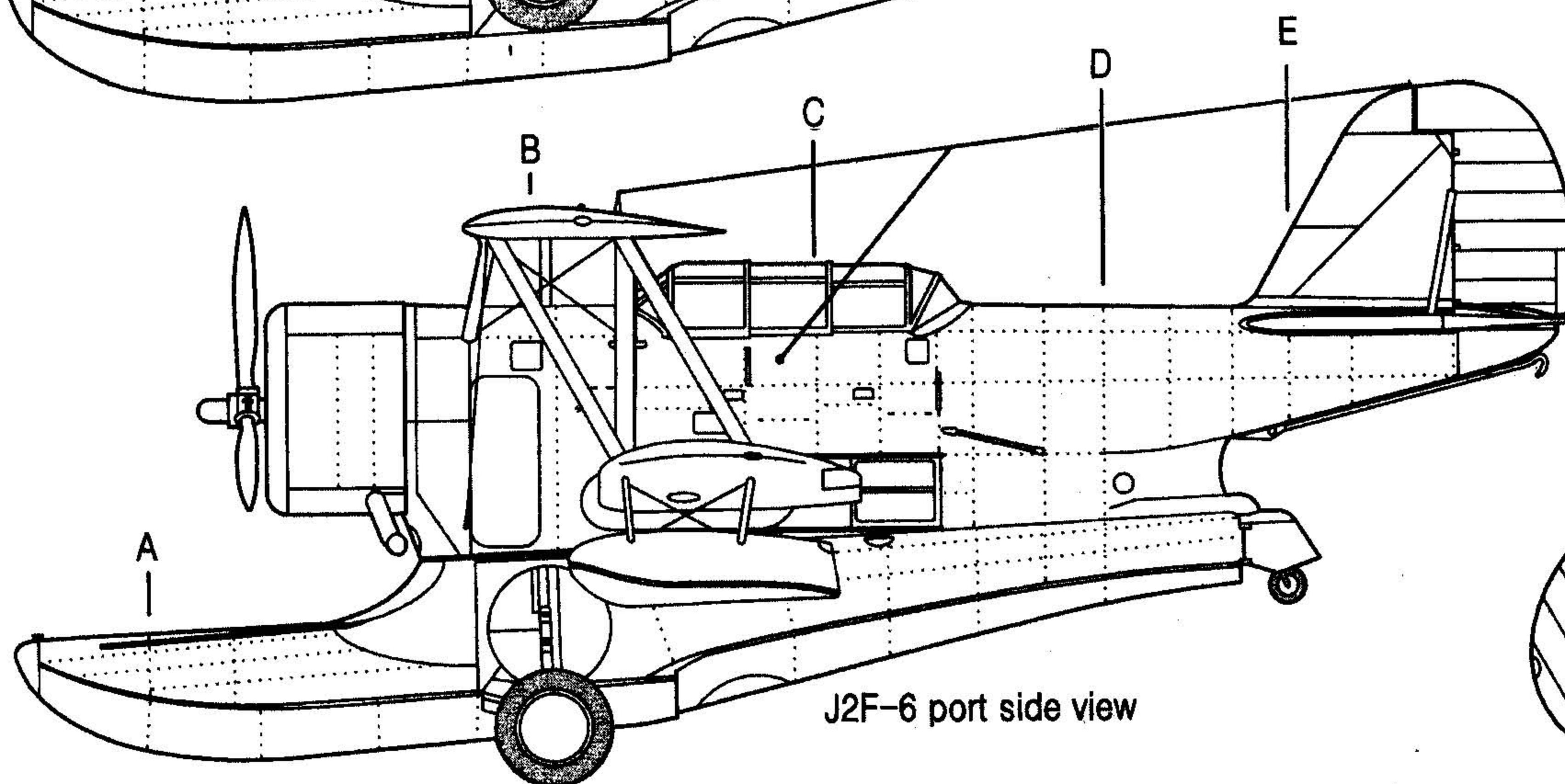
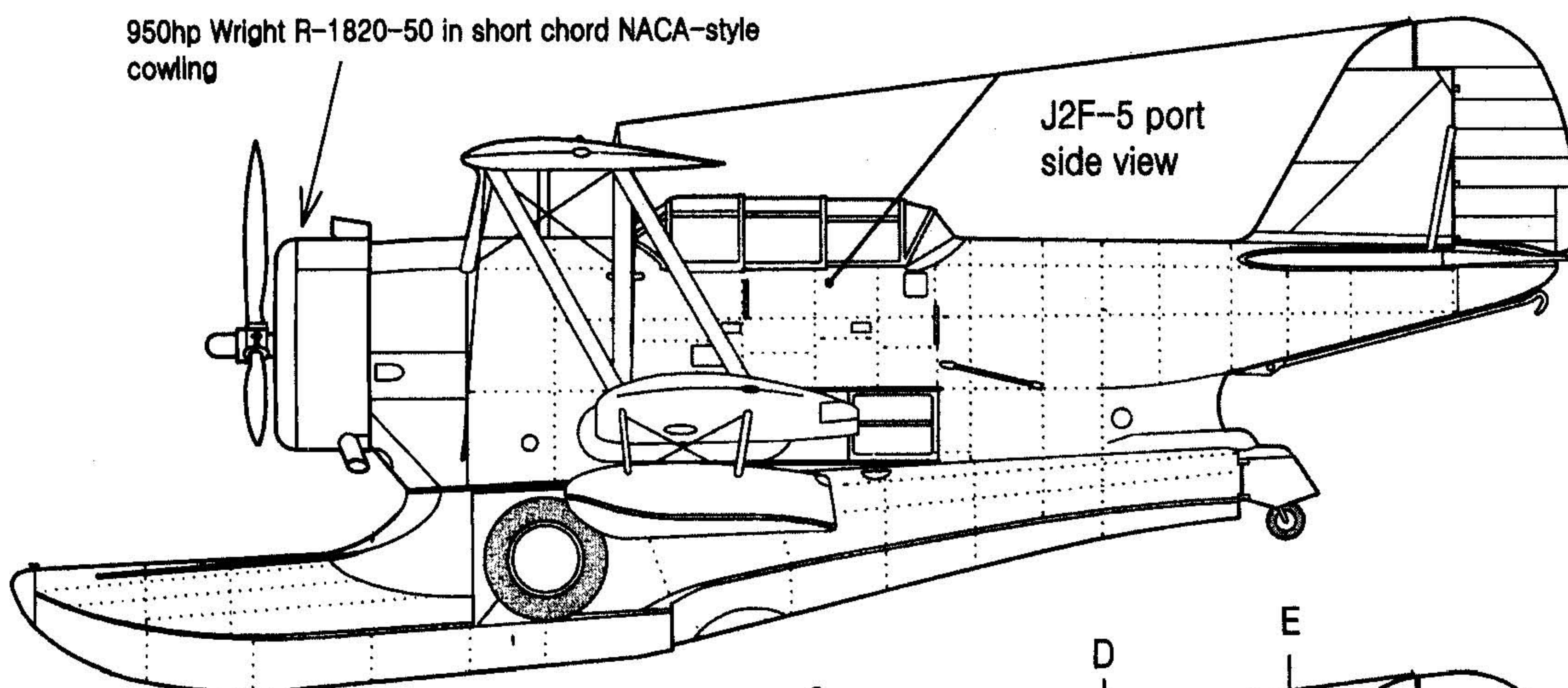
J2F-1 had 700hp Wright R-1820-30, whilst -2, -3, & -4 had 790hp R-1820-30. Airframes virtually identical in all other respects



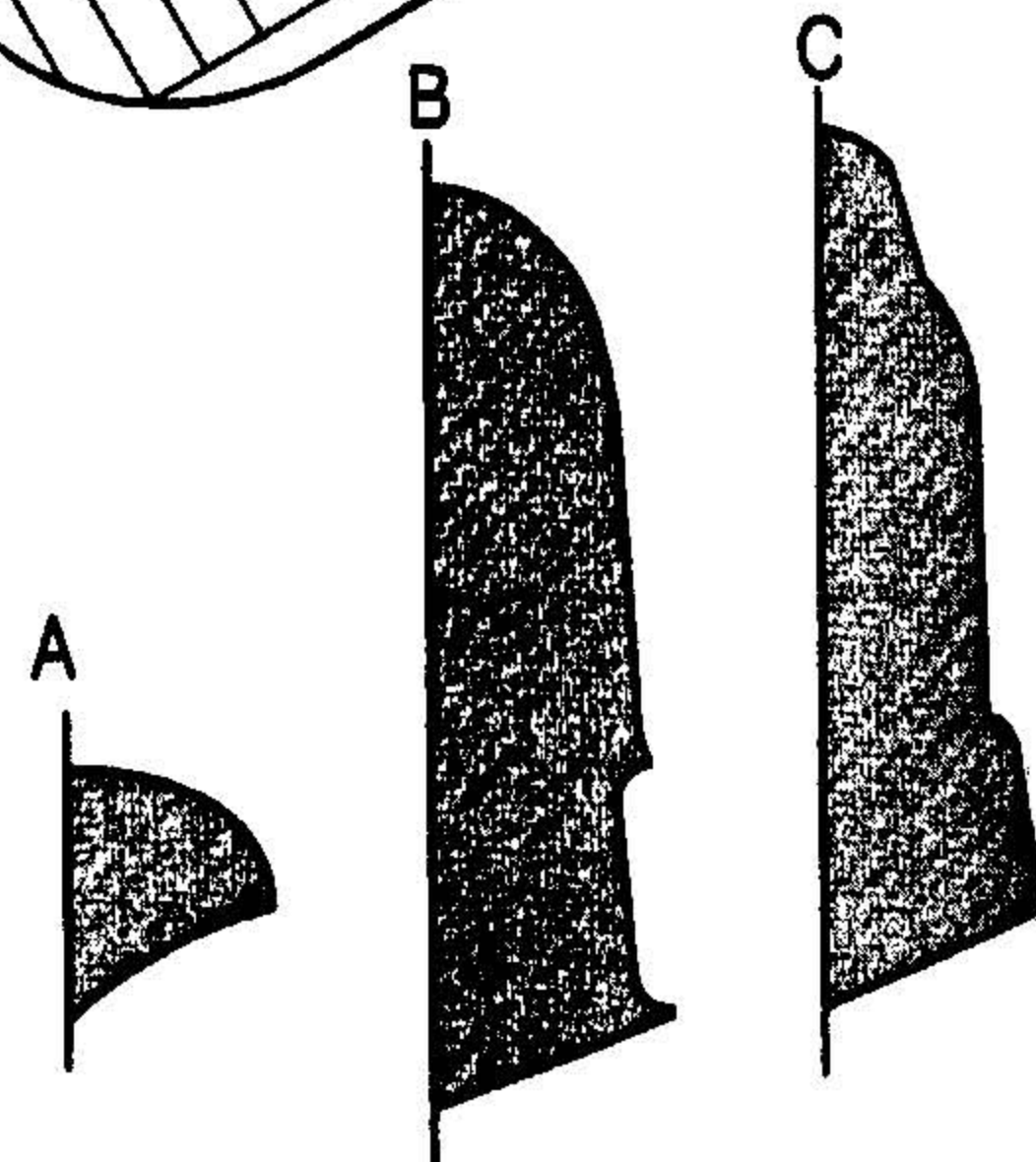
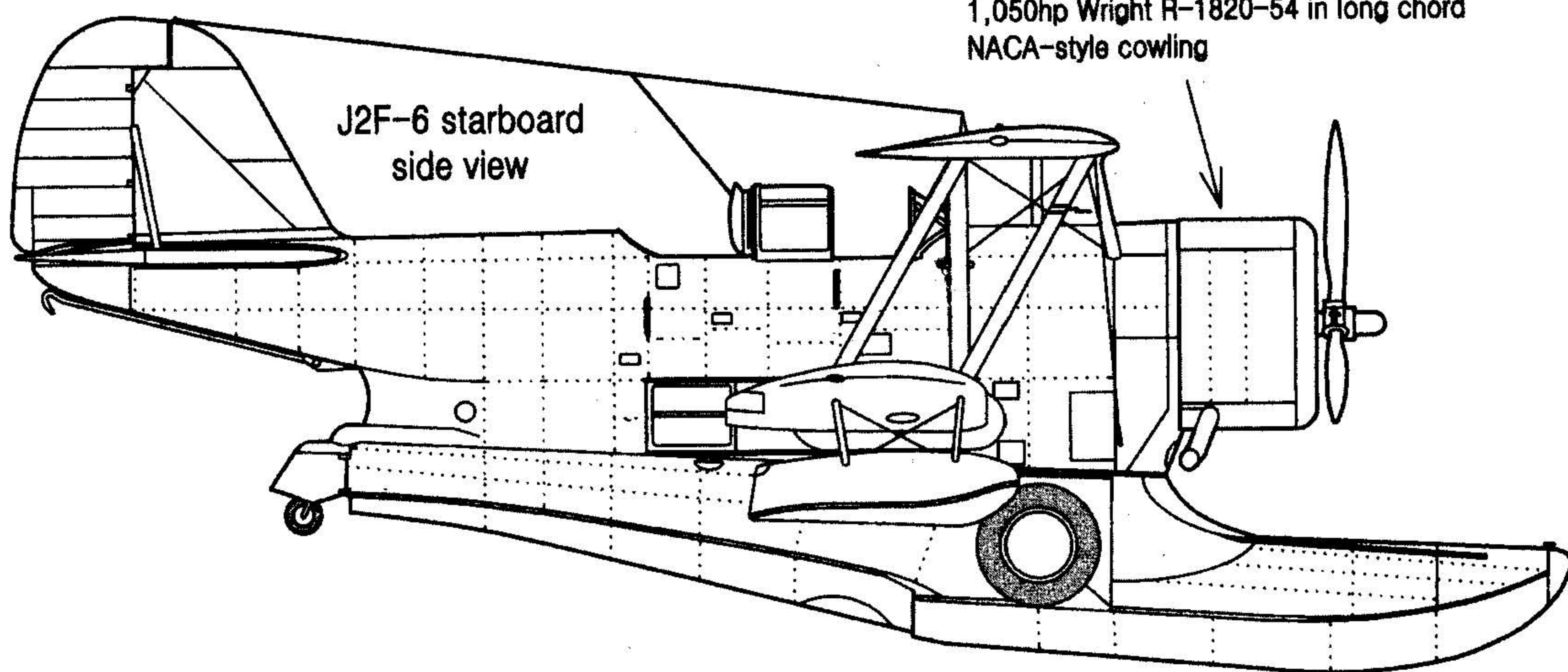
700hp Wright R-1820-102 in Towner



950hp Wright R-1820-50 in short chord NACA-style cowling

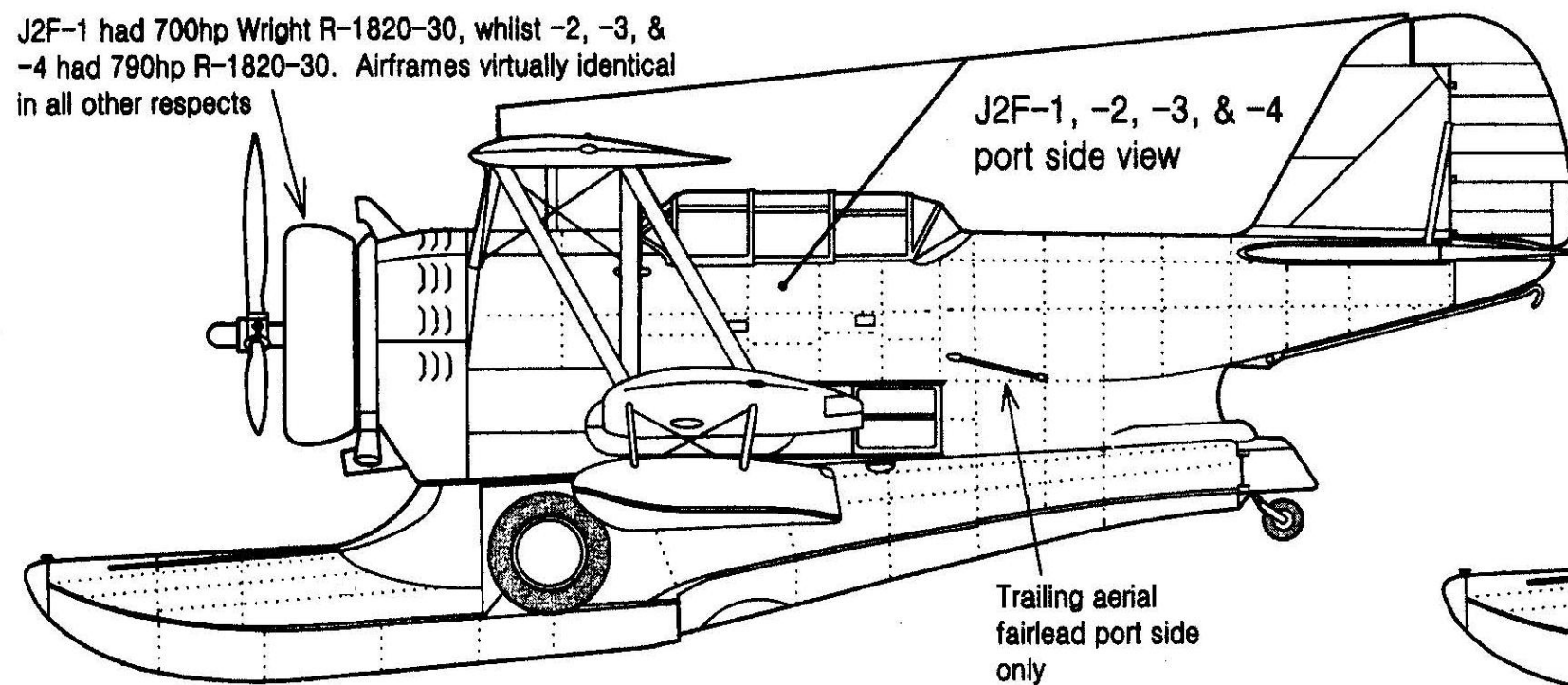


1,050hp Wright R-1820-54 in long chord NACA-style cowling

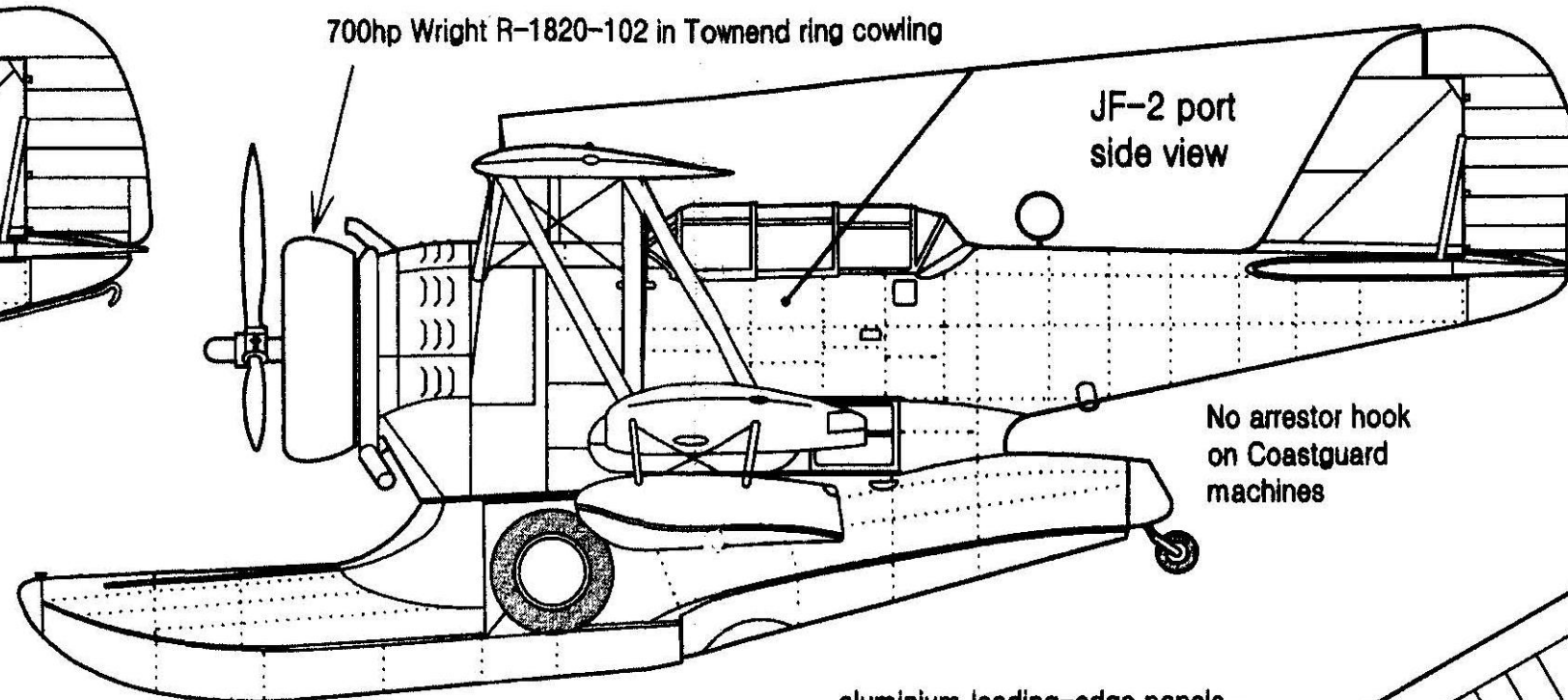


Fuselage cross-section

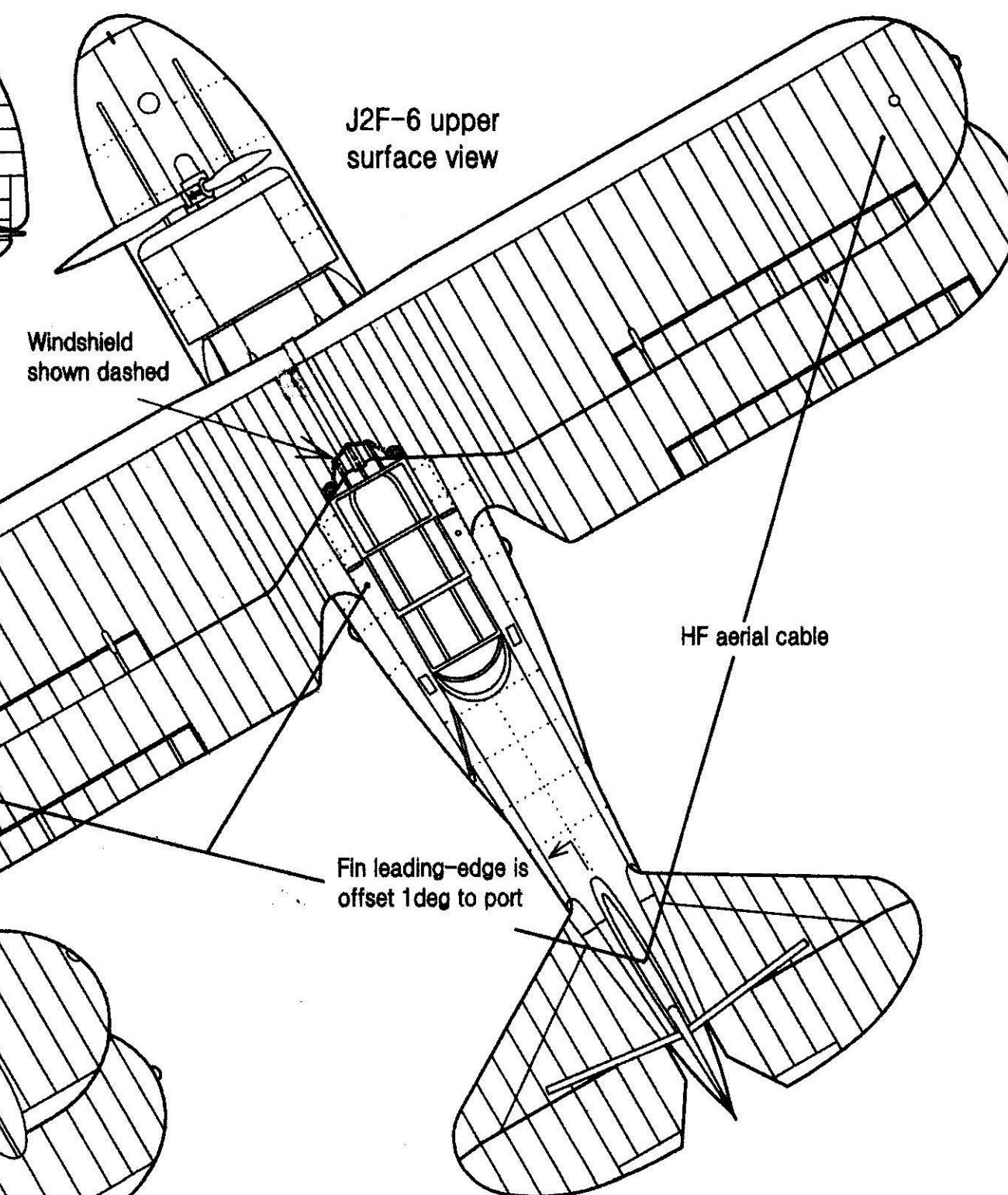
J2F-1 had 700hp Wright R-1820-30, whilst -2, -3, & -4 had 790hp R-1820-30. Airframes virtually identical in all other respects



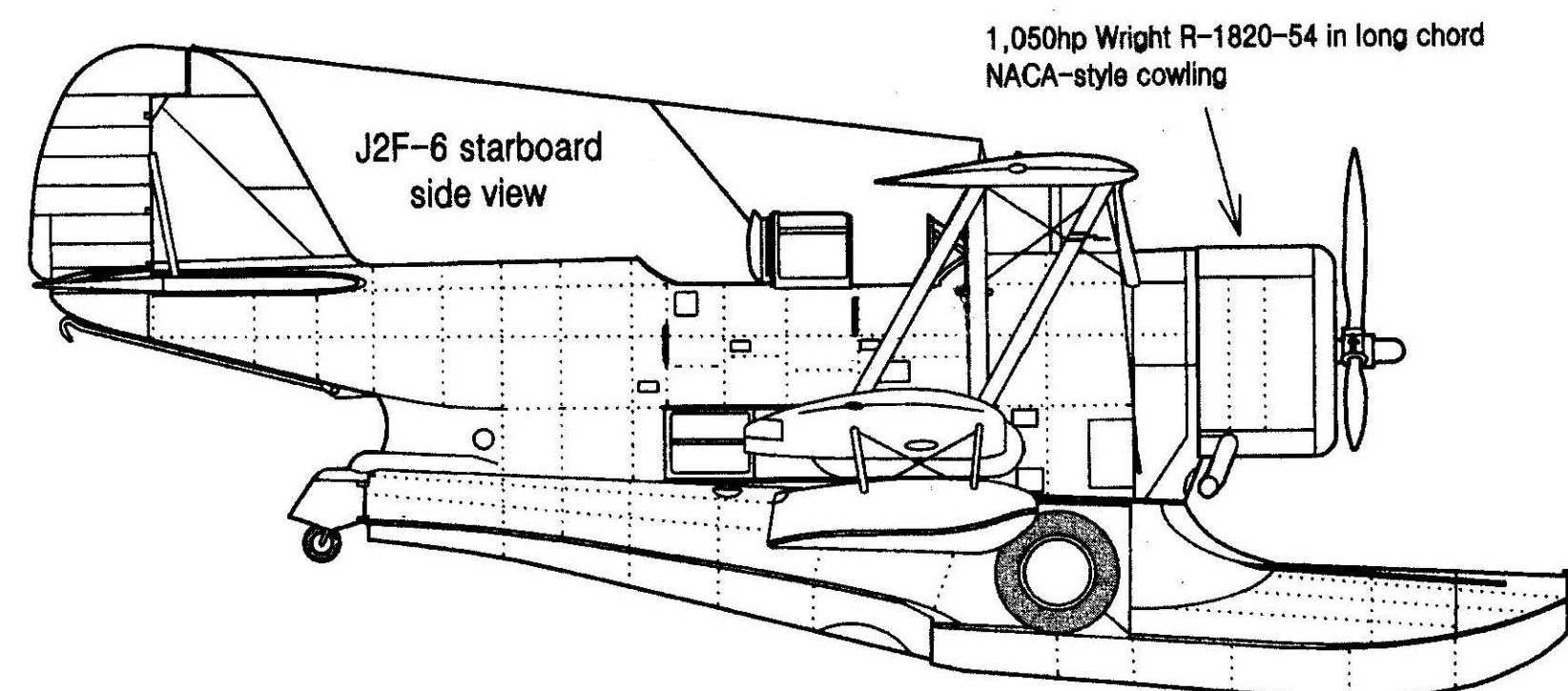
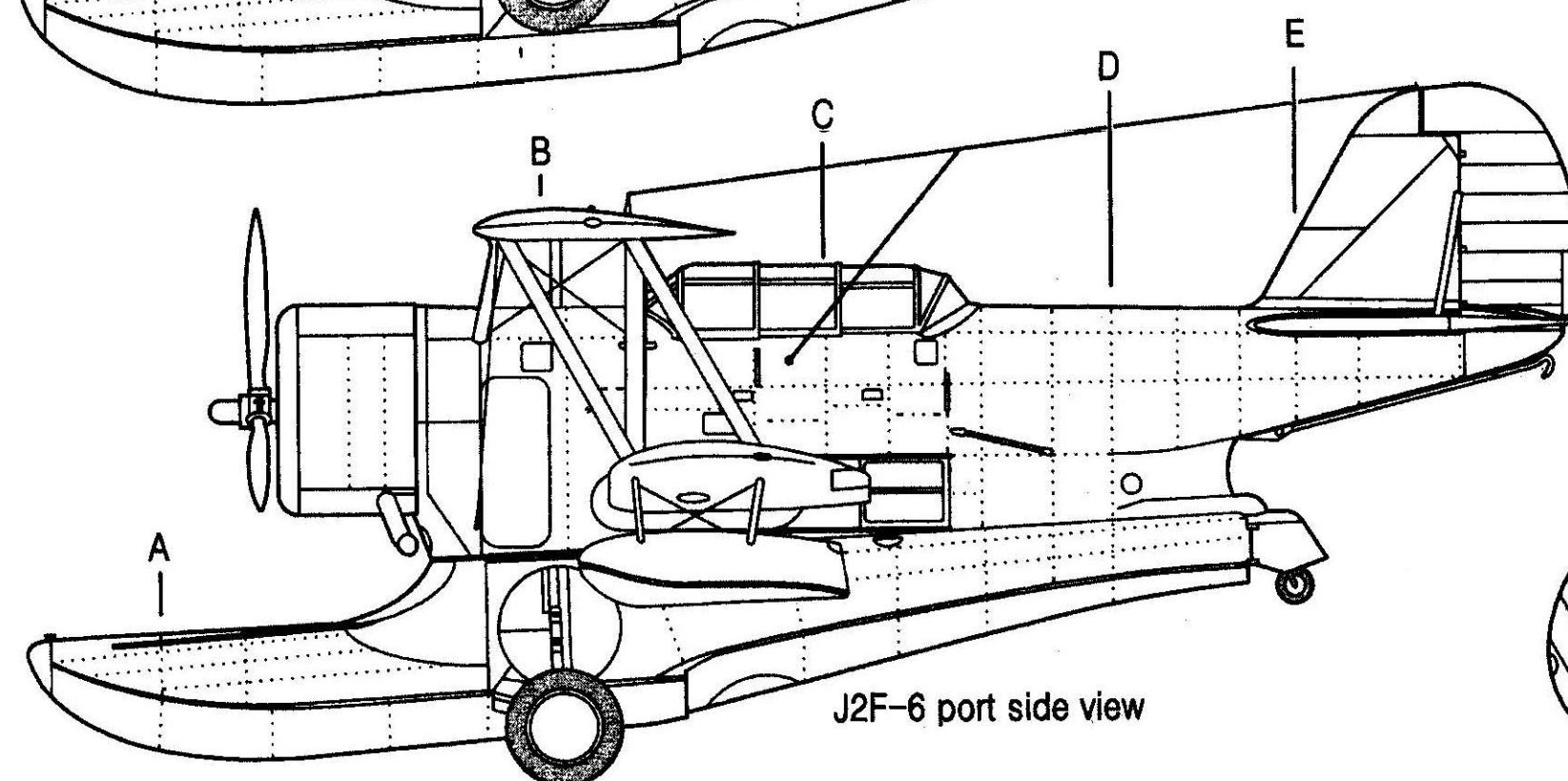
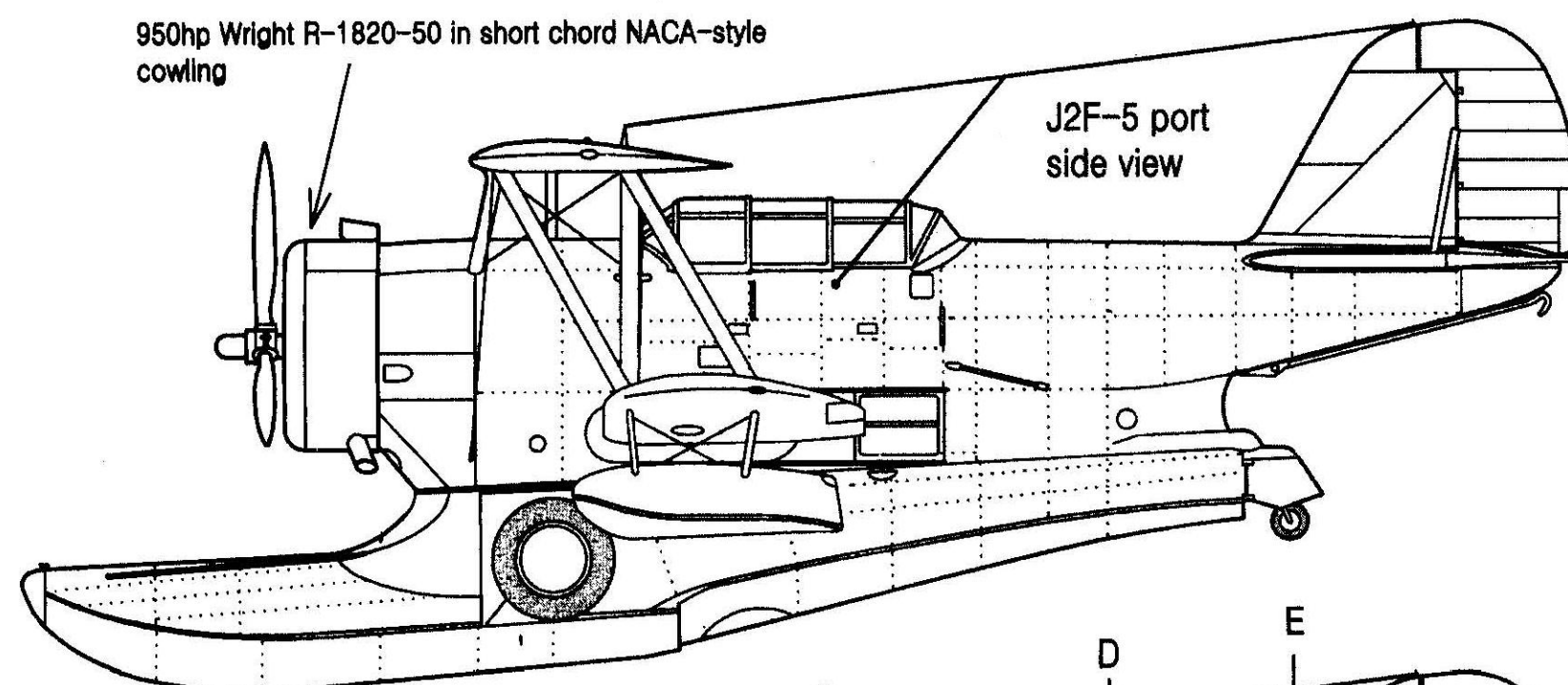
700hp Wright R-1820-102 in Townsend ring cowl



J2F-6 upper surface view



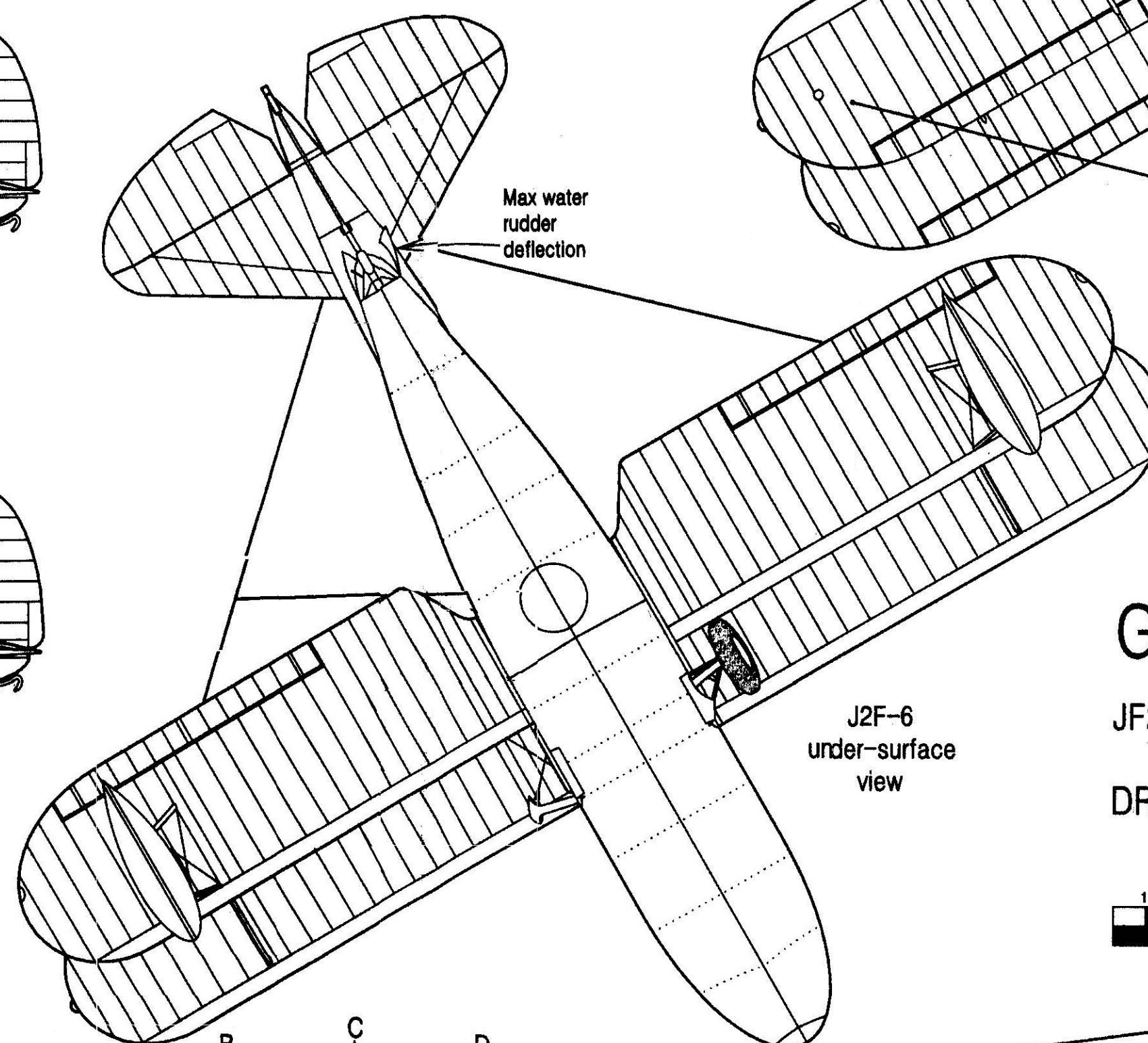
950hp Wright R-1820-50 in short chord NACA-style cowl



aluminium leading-edge panels

Max water rudder deflection

Fin leading-edge is offset 1deg to port

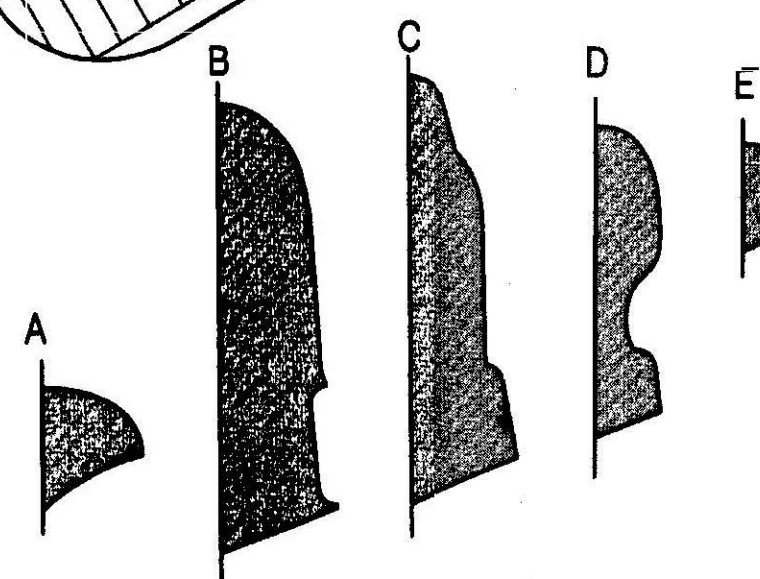
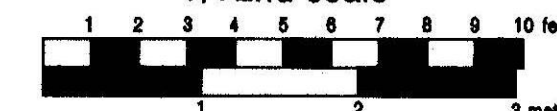


GRUMMAN JF/J2F DUCK

JF2, J2F-1, J2F-2, J2F-3, J2F-4, J2F-5 & J2F-6

DRAWN BY G E WHITEHEAD

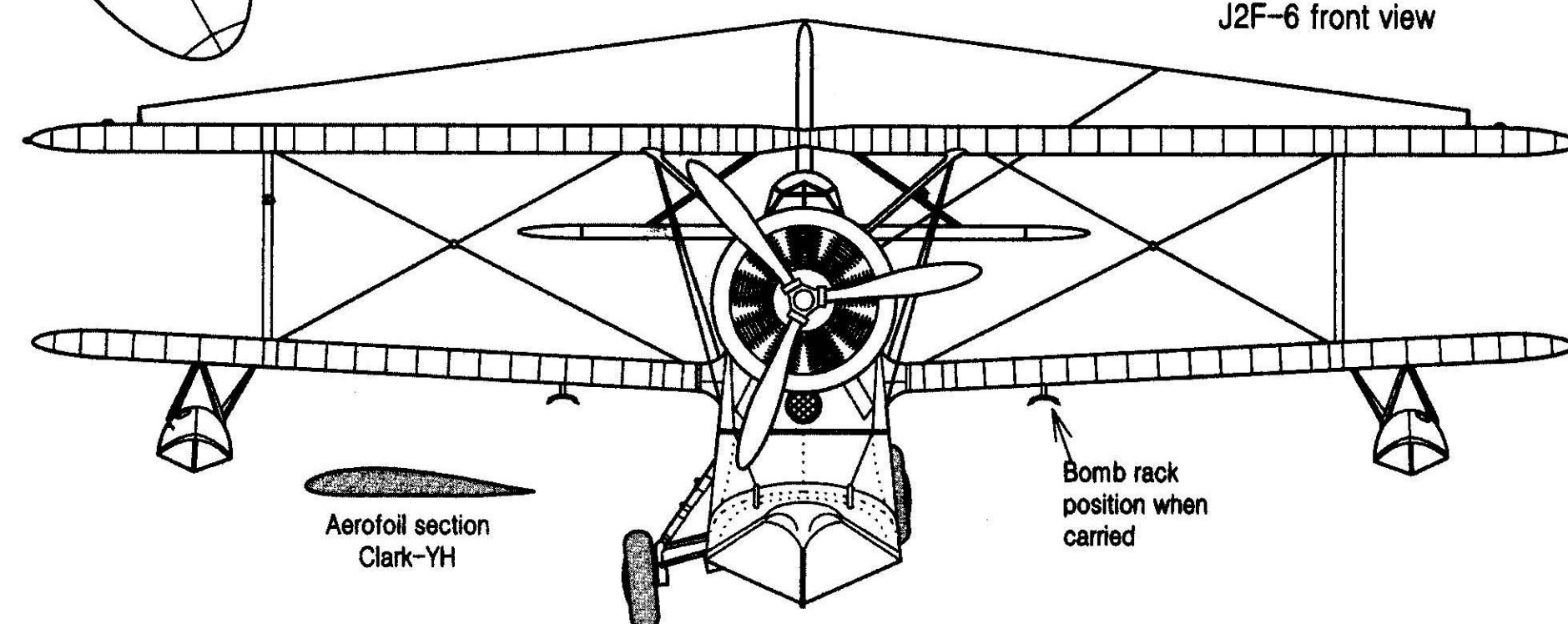
1/72nd scale



Fuselage cross-sections

Aerofoil section Clark-YH

J2F-6 front view



J2 in Townsend ring cowl

JF-2 port side view

No arrestor hook on Coastguard machines

aluminium leading-edge panels

Max water rudder deflection

J2F-6 upper surface view

Windshield shown dashed

HF aerial cable

Fin leading-edge is offset 1 deg to port

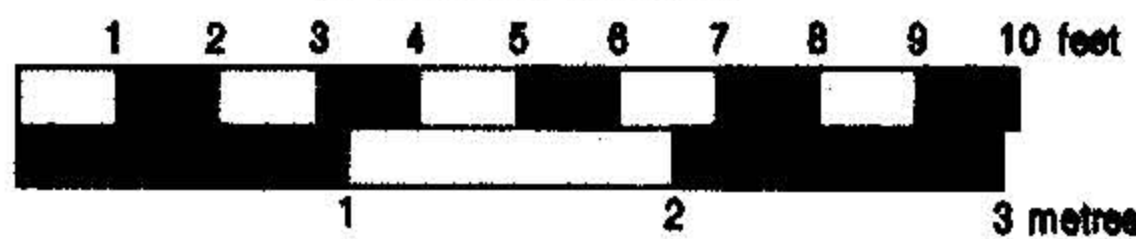
J2F-6 under-surface view

GRUMMAN JF/J2F DUCK

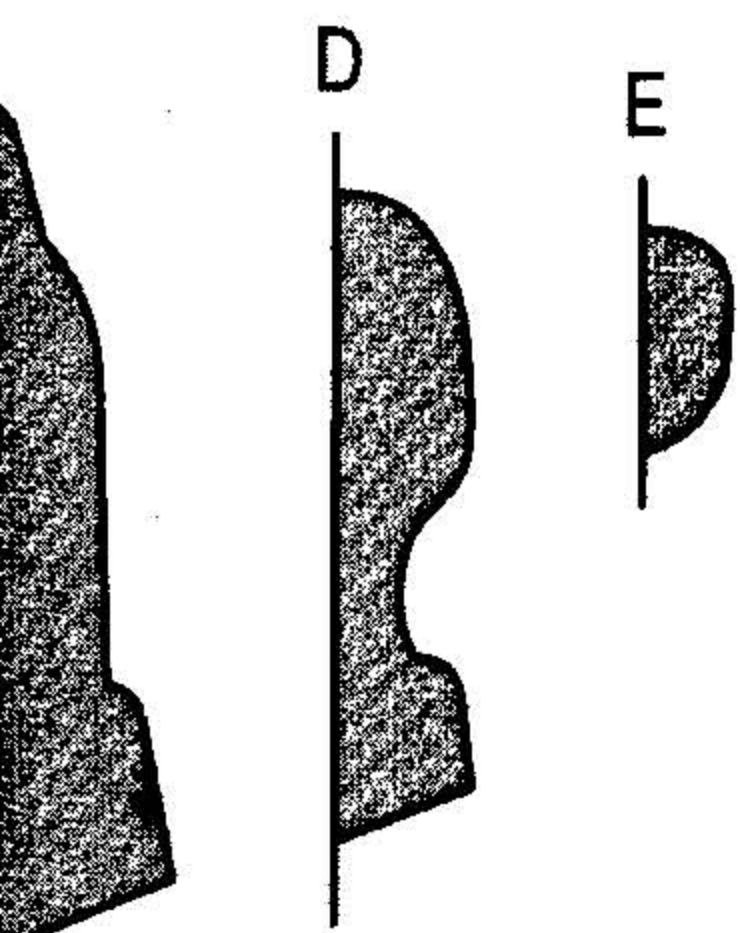
JF2, J2F-1, J2F-2, J2F-3, J2F-4, J2F-5 & J2F-6

DRAWN BY G E WHITEHEAD

1/72nd scale



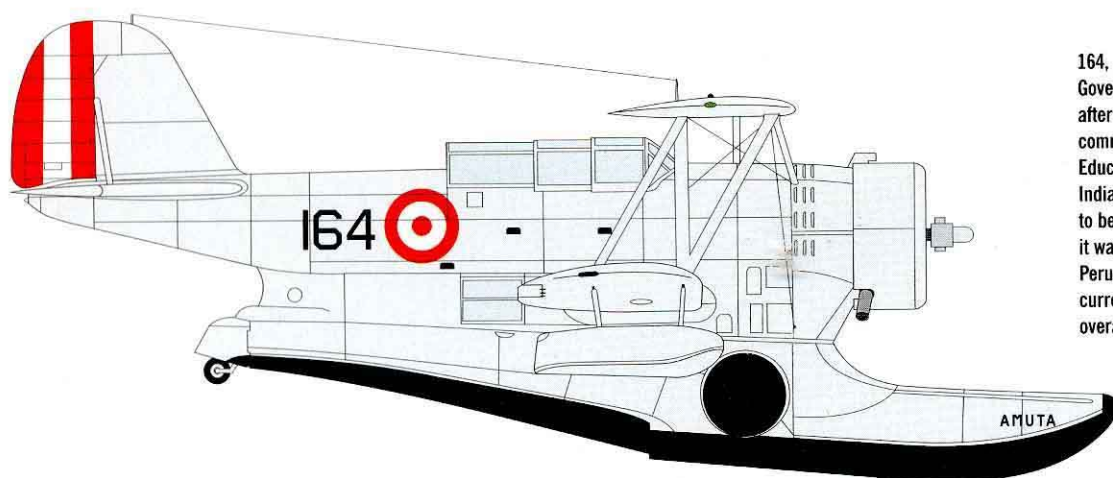
J2F-6 front view



-sections

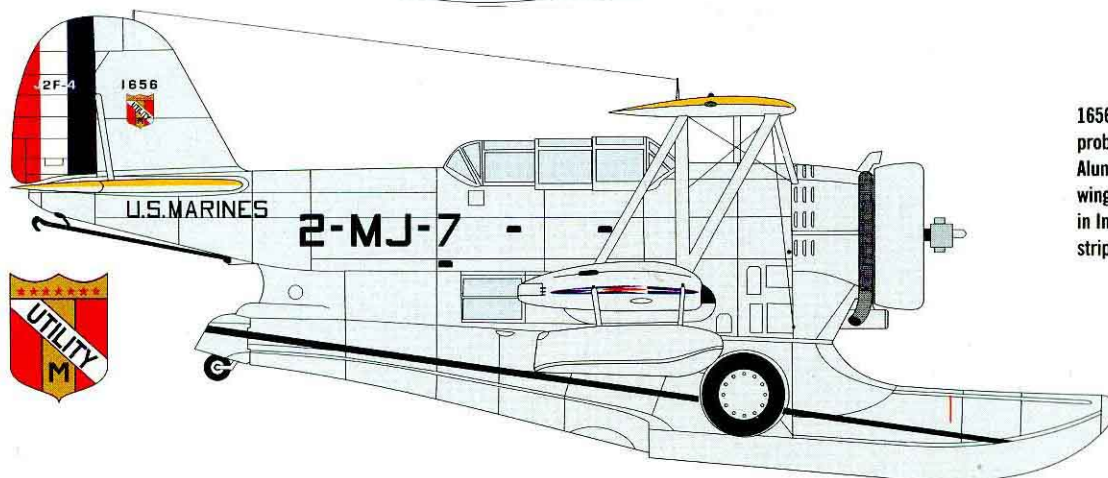
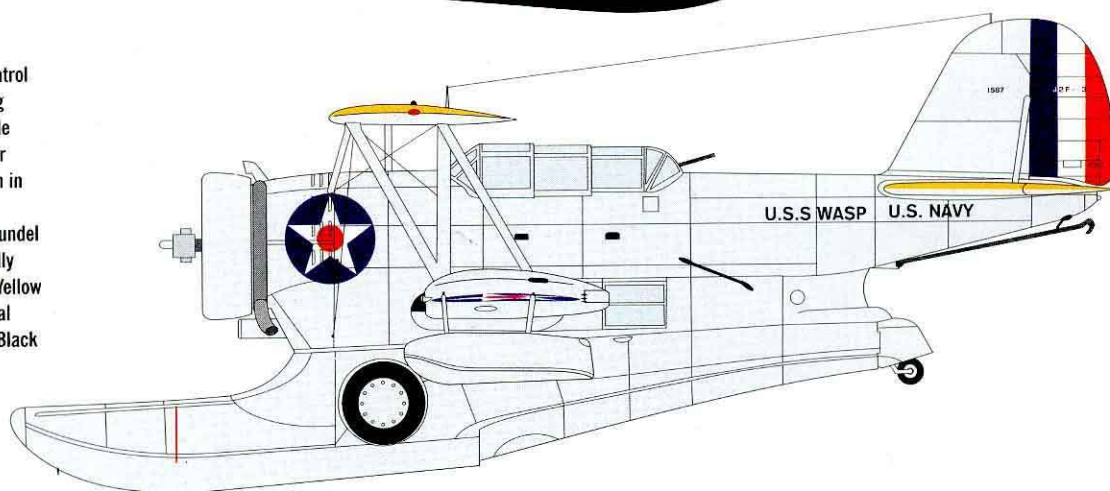
Aerofoil section Clark-YH

Bomb rack position when carried



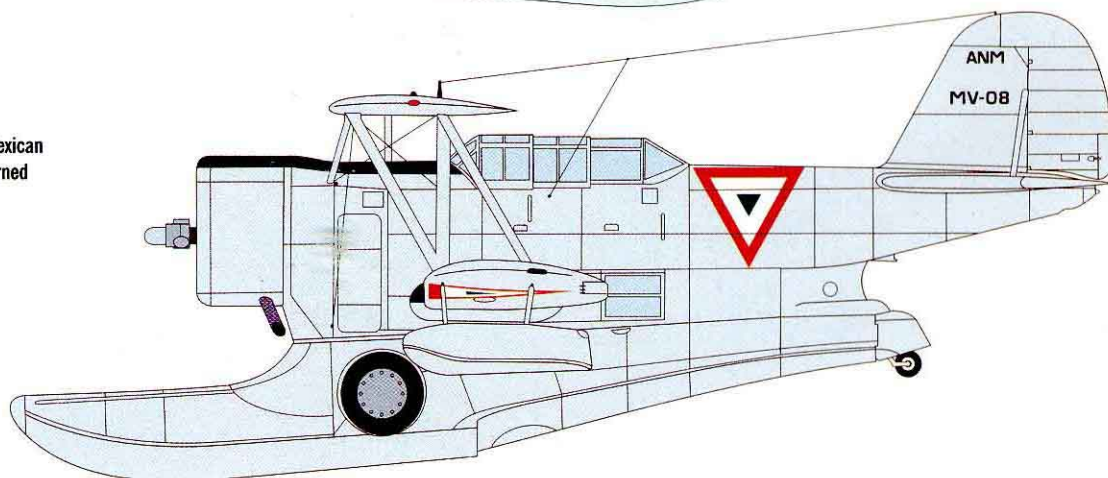
164, J2F-5, acquired by the Peruvian Government in July 1946, it was named AMUTA after an Inca ruler and used to provide communication services for the Ministries of Education, Health and Culture to the Amazonian Indians of Peru. In 1946 it was the first aircraft to be flown over the Andes by a woman. In 1961 it was operated from Las Palmas by the Peruvian Air Force. Retired in 1964 it is currently preserved in Lima. Painted aluminium overall with black bottom to hull

1587, J2F-3, CV-7, USS Wasp, Neutrality Patrol in August 1940. Roundels carried in 4 wing positions. Monogram USN A/c Colour Guide specifies these as 69" upper and 67" lower which would overlap the ailerons, not seen in photographs where a (approximately) 55" diameter appears more likely. Fuselage roundel is approximately 34" diameter; 24" officially specified. Aluminium overall with Orange Yellow upper wing and tailplane surfaces. National markings in Insignia Red/white and blue. Black water line stripe on hull

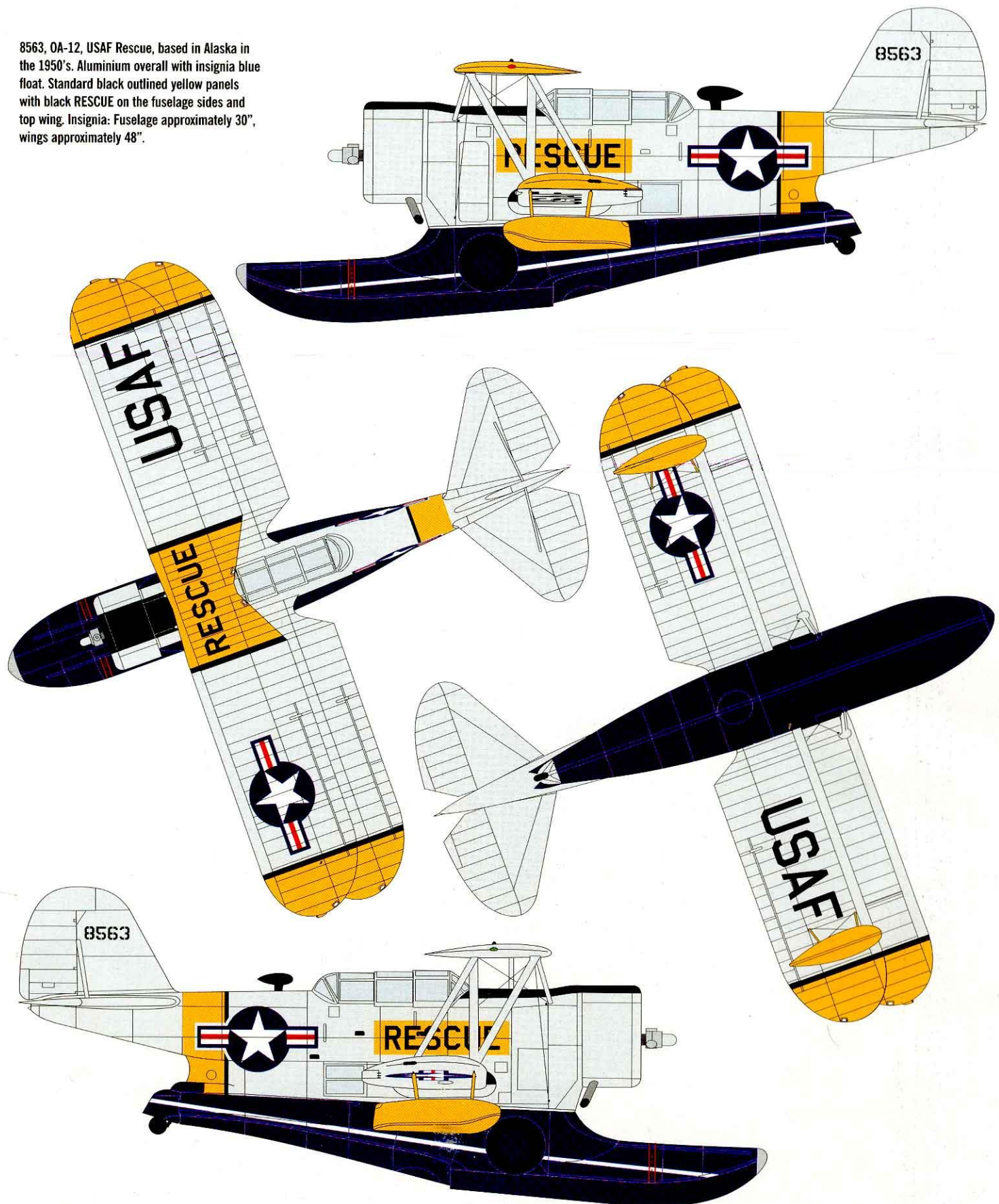


1656, J2F-4, 2-MJ-7, of VMJ-2, US Marines, probably continental USA, circa late 1930s. Aluminium overall with Orange Yellow upper wing and tailplane surfaces. National markings in Insignia Red/white and blue. Black water line stripe on hull. Wing roundels in 4 positions.

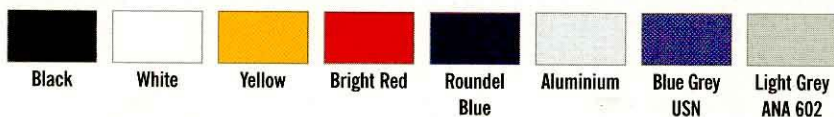
MV-08, J2F-6, 'ANM,' in service with the Mexican Navy from 1947 to 1951, when it was returned to the US. National Insignia in 6 positions



8563, OA-12, USAF Rescue, based in Alaska in the 1950's. Aluminium overall with insignia blue float. Standard black outlined yellow panels with black RESCUE on the fuselage sides and top wing. Insignia: Fuselage approximately 30", wings approximately 48".



Duck Colour Chart



Colour Art © 2007 David Howley

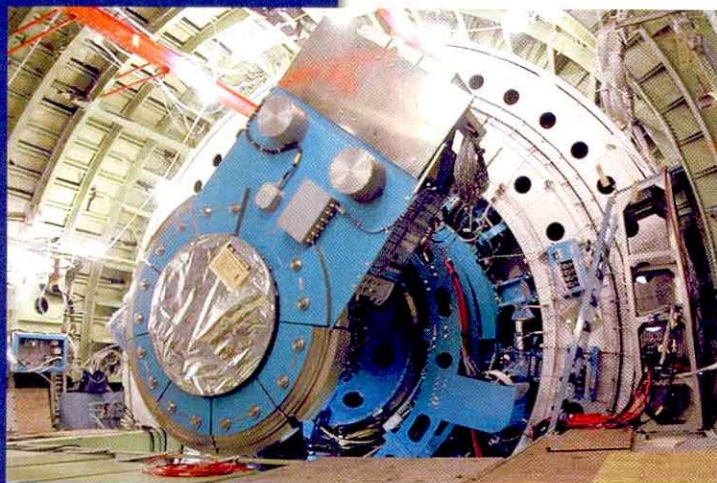
Sofia Ain't Necessarily in Bulgaria

As you will learn, it's more likely to be in California or in Germany.
Confused? Read on!

All images courtesy of NASA and Deutsche
IRS-Institute for Space Travel Systems



A beautiful image of the primary mirror of the telescope prior to coatings being applied



The SOFIA telescope from inside the aircraft

Looking suitably astronomical, the DLR team members pose in front of a model of SOFIA



Suppose you are an astronomer interested in studying light, or energy if you prefer, in the infrared wavelengths of the spectrum. You could go to Hawaii to use what many consider the best ground-based telescope. If you had sufficient funds to launch a really big rocket, you could launch a good-sized scope into earth orbit.

But what if you had a line on a used Boeing 747SP flown by Pan Am and United? All you would need to do is figure out how to stuff the biggest infrared telescope into it that would fit. With luck, you could put a telescope the

size of the Hubble in the airplane and you would get outstanding skies because you could fly above 96 percent of the infrared-absorbing water vapor in the atmosphere.

As early as 1997, engineers at the National Aeronautics and Space Administration (NASA) and at the German Aerospace Center (DLR) started research



A nice view of the SOFIA markings on the forward fuselage

on how to install a telescope with a 2.5-meter primary mirror into a 747SP. At least they did not have to start from scratch. NASA already had 24 years of experience operating the Kuiper Airborne Observatory (KAO) in what may be the only C-141A in existence. Both wind tunnel testing and computer modeling were used to optimize the design.

The program has certainly had its share of trials and tribulations. In early 2006, the program had encountered numerous delays and costs had increased from \$185 million to \$330 million. Under considerable pressure from Congress, NASA placed the SOFIA project 'under review' and suspended funding. However, the program passed the review a few months later after

Lindbergh by Lindbergh's wife, Anne Morrow Lindbergh, on May 21, 1977—the 50th anniversary of the Lone Eagle's flight across the Atlantic. On May 21, 2007, the aircraft was rechristened *Clipper Lindbergh* by grandson Erik Lindbergh.

When all testing is complete, NASA hopes to fly the aircraft three to four nights per week for the next 20 years. The telescope will be used to study the



Erik Lindbergh, grandson of Charles Lindbergh, rechristens the SOFIA aircraft
Clipper Lindbergh



A NASA cinematographer films the movements of the telescope in the uncovered cavity

NASA concluded that there were no technical or organizational obstacles that could not be overcome.

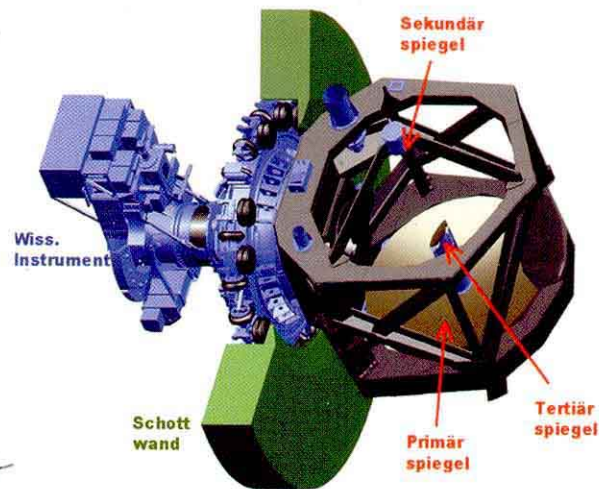
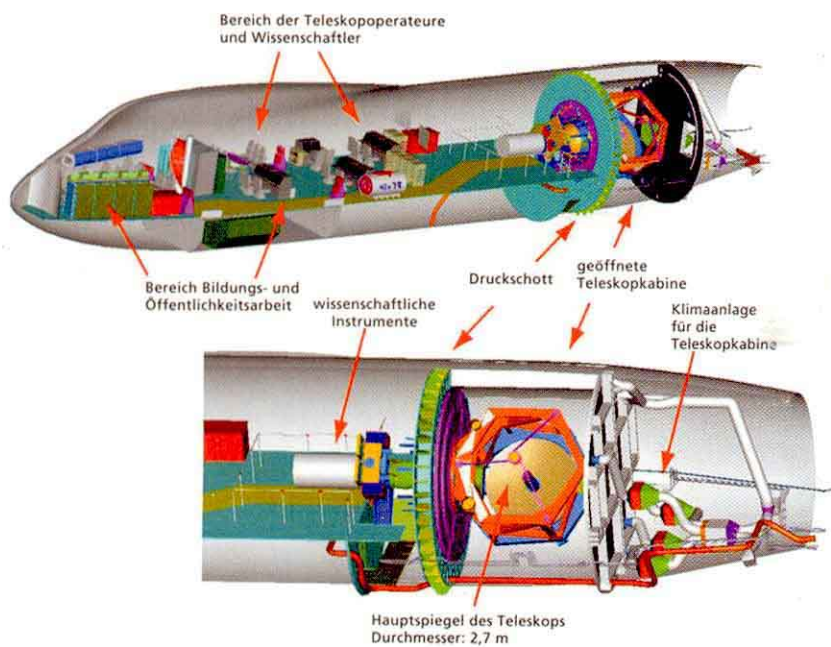
All modifications have been made to the aircraft and the telescope has been installed and successfully ground-tested. Just a few months ago, the specially modified 747SP received a new paint job. Perhaps not coincidentally, this aircraft had been christened *Clipper*

atmospheres and surfaces of our other planets, the structure of comets, and the composition of interstellar gas and dust.

Before each flight, the telescope compartment will have to be cooled to the temperature of the air at the observing altitude, and the compartment will be closed and flooded with nitrogen before landing to avoid moisture condensation on the telescope. This lightweight German telescope, with its French primary mirror and Swiss secondary mirror, should perform like a champ.

We will take a look at the history of airborne telescopes in a future installment.

SAM



A nice artist's impression of the telescope

Diagrams of some rather exotic systems, not to mention the telescope, aboard the SOFIA 747SP



SOFIA Program Manager Jim Kephart in front of the aircraft just before installation of Upper Rigid Door in late 2004



A view of the infrared telescope through the partially open cavity door when all external modifications were complete in early 2006



The first test flight of SOFIA with telescope installed, earlier this year in Texas



Republic P-47D Thunderbolt

Scale: 1/32 Price: £29.99

Kit No: #027 Panel Lines: Recessed

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Amerang/Creative

Status: New Tooling

Big, Bad, & Beautiful

Hasegawa's 1/32 Republic P-47D Thunderbolt in British markings

As per usual Hasegawa have produced a kit that is a compromise between detail and ease of assembly. They always seem to find a happy medium between the two and this kit is certainly no exception. The detail is excellently realised, and the low count of parts makes sure that this will not be too involved a build. There are highlights of this kit, as we will discover during the progress of this article, and equally there are some low points too, as we will also find out later.

Almost everything you could hope for is included in this kit, and the basis is here to make an excellent representation directly from the box, although the

addition of some detail will benefit the finished model immensely. As per usual for one of my builds, I chose to focus on a couple of elements for additional detail, and these are generally aspects that I feel will be most obvious on the finished model, and therefore provide the most value for the effort.

Overall I would rate the kit very highly and as per usual the decals are good, with at least one superb option. The choice of an open or closed canopy is a very nice touch, and there is a refinement of detail throughout as I have already mentioned. All that is missing are some colour etched seat-belts and perhaps other colour etched details for the cockpit interior.

Divot v. Rivet

One thing that Hasegawa has also avoided is the divots for rivets detail approach that Trumpeter and Tamiya have used. I am not personally bothered by whichever method is used, as while I may prefer the appearance of the rivets made by a rivet making tool such as the one I used from Cammatt on this model, I will not fill and replace the divots on a Trumpeter kit.

Before starting construction here, I covered the entire model in rivets. Using the #3 head in the Cammatt rivet making set, I started with the tail-planes. After adding every single rivet I found on the Richard Caruana plans from issue 3 Volume 10



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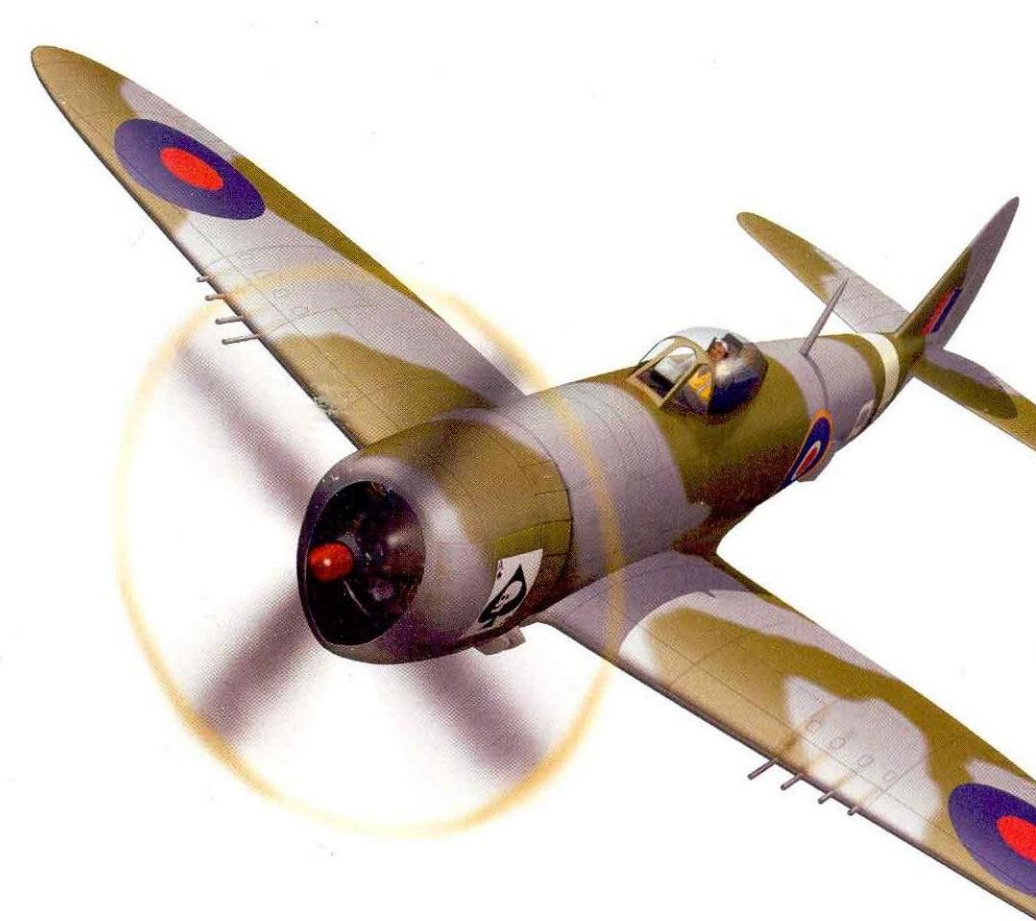
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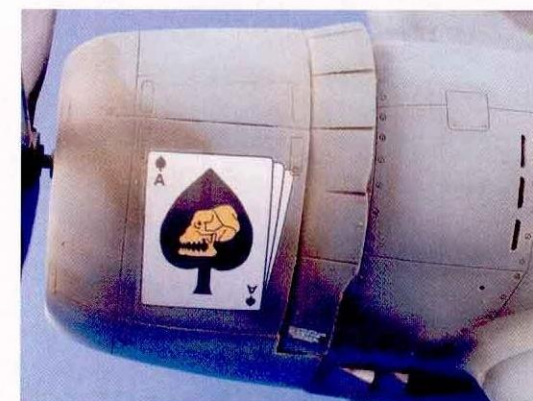
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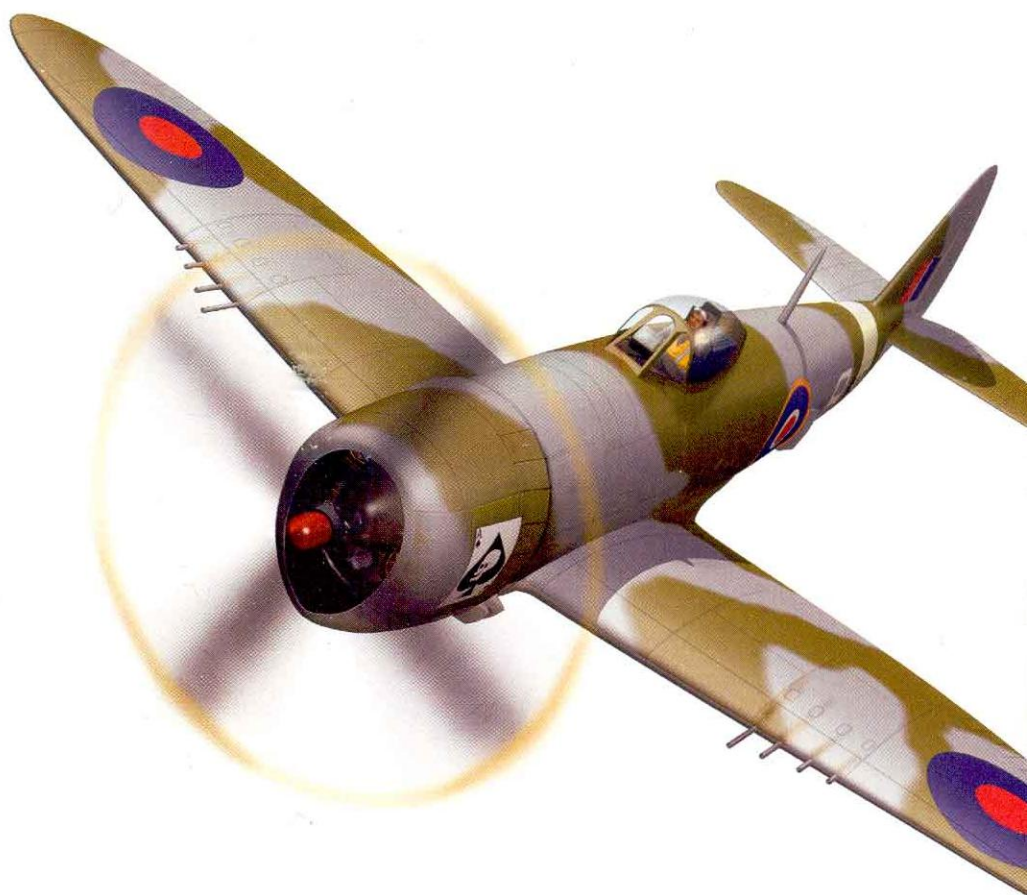
That Sinking Feeling...

Despite the fact that this is one very crisply and highly detailed moulding, sink-marks are a major factor. Unfortunately they blemish almost every visible portion of the model, and while the odd one or two may be passable, there are several very prominent depressions that need to be addressed.



Starting with Tamiya Putty, the indentations on the wing were filled then sanded back using my MasterCasters sanding sponges, which preserved the surrounding detail on the wings without damaging even the smallest elements. However, the grit of the Tamiya Putty proved to be too coarse so Mr. Surfacer 1200 was applied and sanded in the same fashion with much more success. I had originally avoided using Mr. Surfacer as it has been my experience in the past that while this stuff is excellent as a primer, it has a tendency to shrink and is therefore limited in its usefulness as a spot filler. However in this situation it performed admirably.





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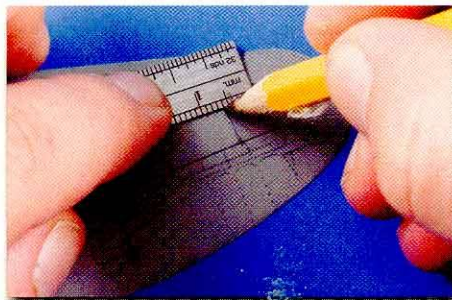
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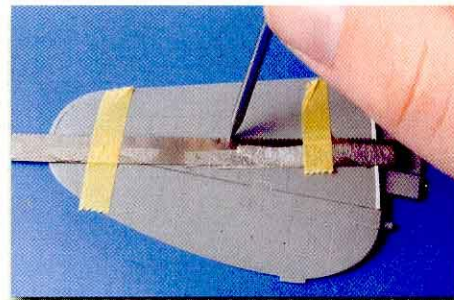




Riveting a model is a thankless and tedious task, although with the right tools, the job is that much simpler



Marking out the rivet lines in pencil is the first thing to do. Using the scale calculator to determine distance to scale ensures that the rivet pattern is nearly exact



The tedious part. Using a beading tool available from www.cammett.co.uk each rivet is made individually. The upside to this exercise is that the rivets have a much more convincing appearance

Cockpit Detail

With some excellently realised detail, the cockpit is suitable as it comes for all but the most serious super detailer. I did little more than add some wiring where appropriate, and some of the superb Eduard pre painted seatbelts, with the starboard sidewall receiving the lion's share of the detail.

When it comes to scale thickness and the injection moulding process there is little that manufacturers can do to ensure that the two cohabit equally in a model kit. The seat is a little thick as a result. To rectify this I employed a trick common in armour modelling that will give the impression of the part being thinner without much. I started by sanding the sides of the seat as much as I felt practicable, then angled the sanding stick to bevel the edges and give the part the appearance of being much thinner than it actually is.

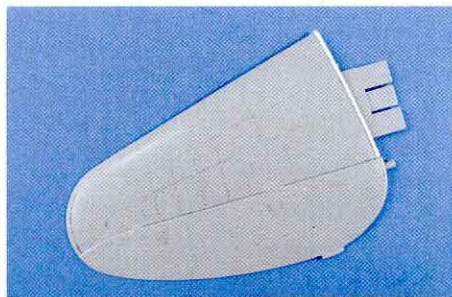
Once the wiring has been added to the sidewalls and the rear of the instrument panel (due to the limited visibility of the space behind the panel, the logic of this exercise has to be questioned somewhat...) the cockpit is ready to be painted.

As I am going with British Colours for the exterior, I decided to go with British Colours for the interior as well. White Ensign Models' Interior Green will form the basis, and by using my highlights and lowlights method the details will be picked out prior to the weathering. Once the paint has sufficiently dried, the gloss acrylic varnish (*Future floor polish* in my case) is applied, and the oil wash subsequently applied. Following the detail weathering (paint chipping etc.) the cockpit is matted down, and consequently inserted into the fuselage.

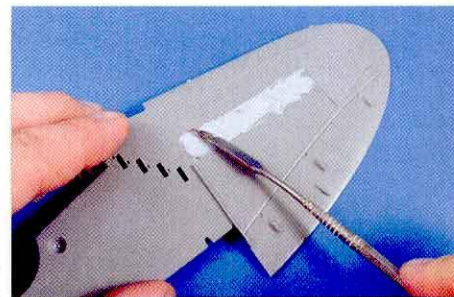
Patience is a Virtue

With the fuselage together, the first section of the model is completed and it is time to move onto the wings. In an inspired bit of engineering the wings can be attached to the fuselage after both have been painted and weathered, and this was how I built the kit. Aside from some inconvenient sink marks, the parts are actually quite nicely engineered and there are only one or two places where it stumbles slightly. The fit, in a couple of spots, requires some work in a very un-Hasegawa fashion, and in particular the multi-part engine cowlings requires a fair amount of concentration and patience.

I chose to add the access panels after the engine was attached to the nose, thus providing a more stable platform for assembling the cowlings. Ironically the greatest challenge when it came to the fit was of my own making. Having decided to



The Result. After completing the rear stabilizers, the rest of the aircraft would only see the larger rivets represented...

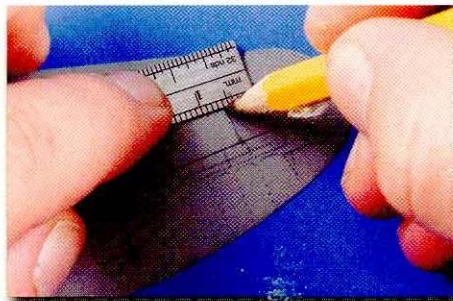


Tackling sink marks with the Tamiya putty. Unfortunately this was a waste of time as they eventually required Gunze

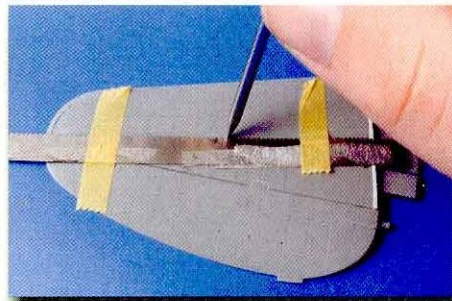




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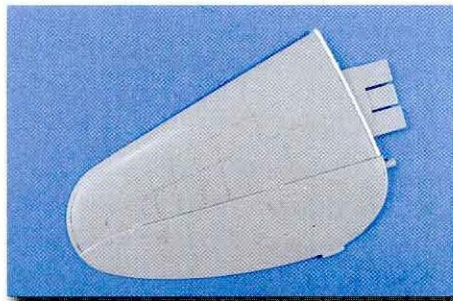
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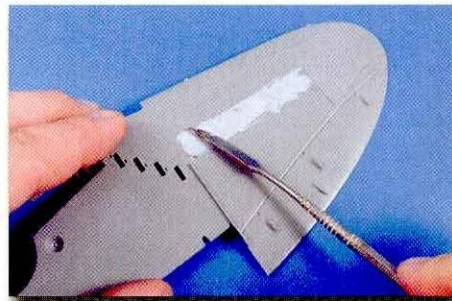
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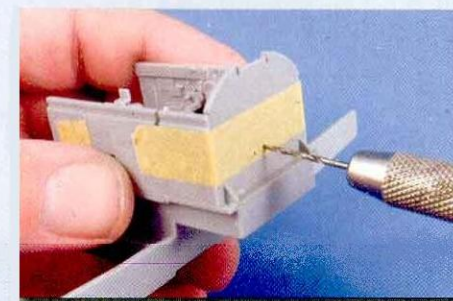
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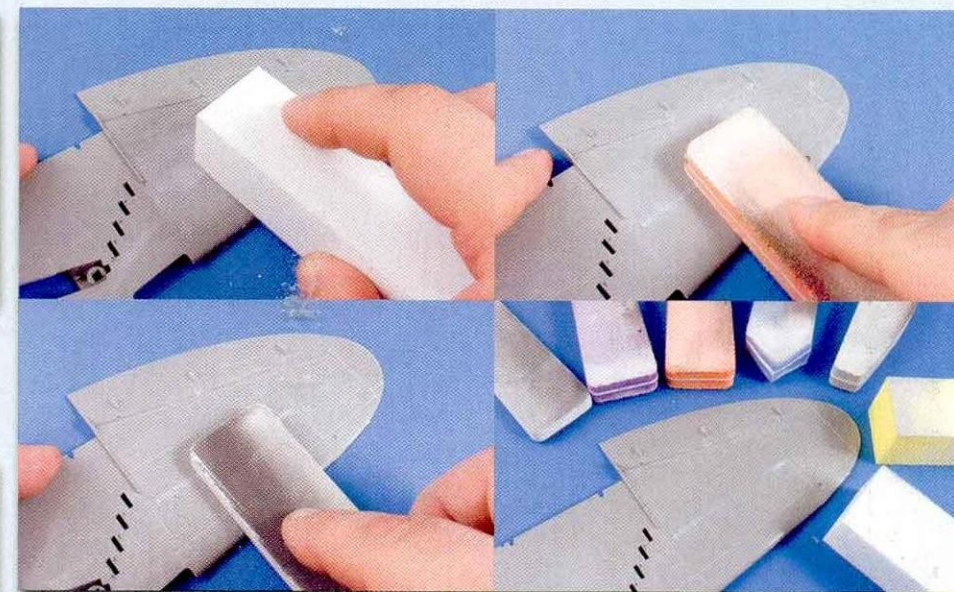
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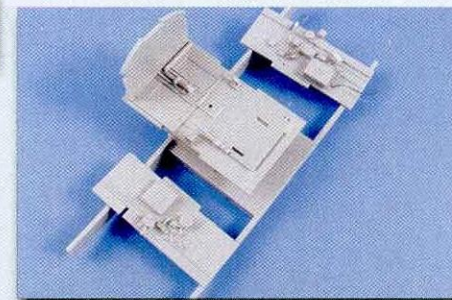
Not all detailing need be complicated and extensive. Here by simply drilling out the holes on the pedals the look is improved dramatically



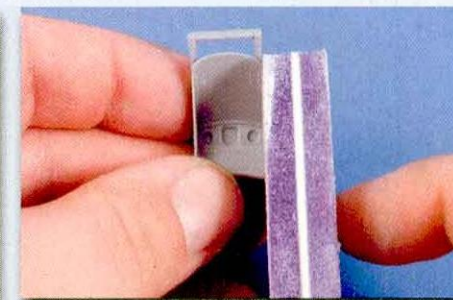
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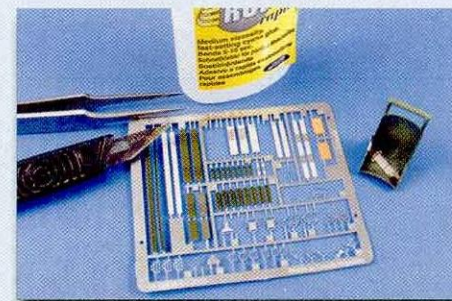
The next steps show the progressive stages of sanding the surface back to a mirror finish



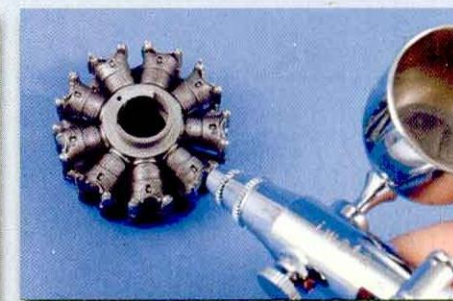
Little more than wiring was necessary to bring this cockpit up to an acceptable level of detail, although there is plenty of scope for more should the need arise



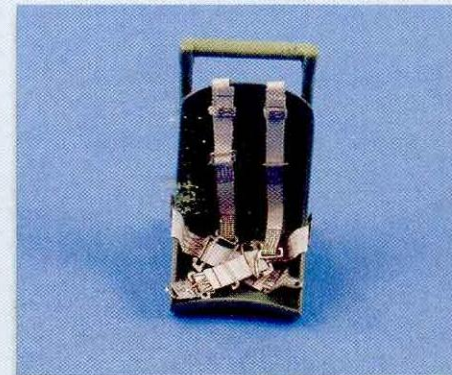
Sanding the edges of the seat gave the impression of it being thinner than it actually is, while not compromising the integrity of the structure



Eduard colour etched seatbelts are not terribly difficult to assemble, and are available for just about every nationality



The engine is typical of the Hasegawa philosophy, in the sense that it has enough detail to look good while not being an overcomplicated part of the build. Here the piston heads are highlighted with Aluminium after steel was applied to provide the shadows



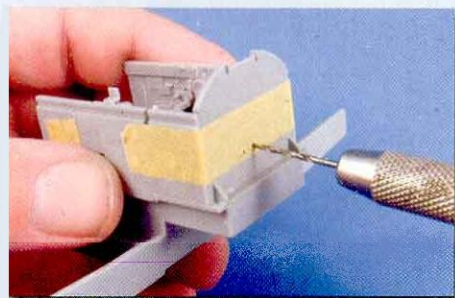
Once the belts are assembled and in place they transform the look of the seat and add a lot of interest and appearance to the cockpit



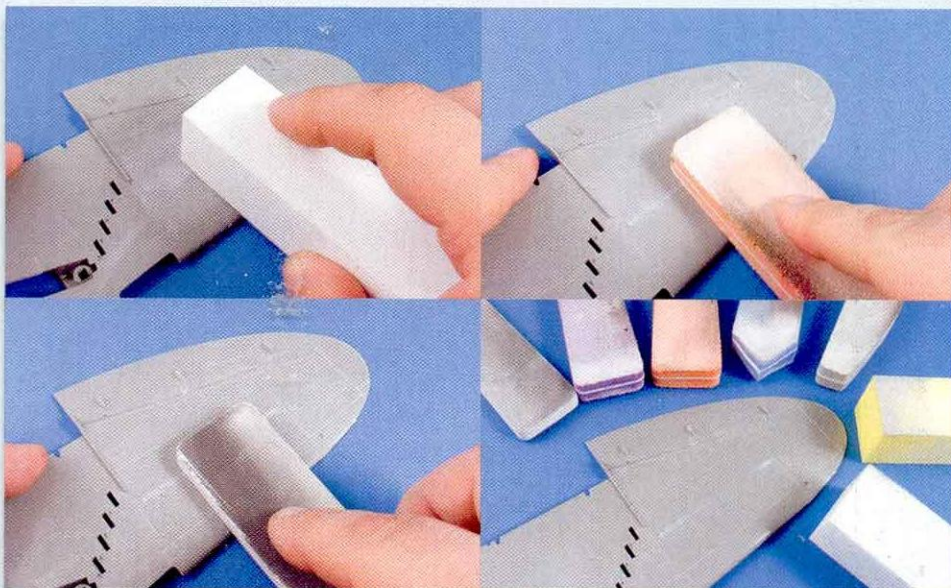
Adding the wiring to the wiring loom was somewhat time consuming, particularly when it came to drilling out each point with a .3mm drill bit



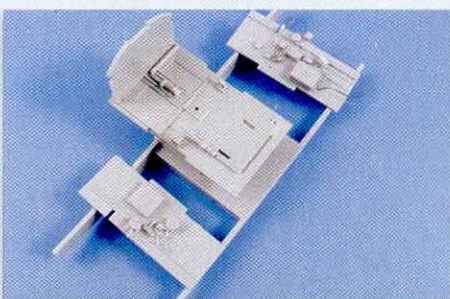
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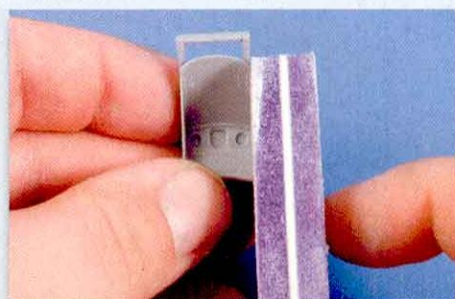
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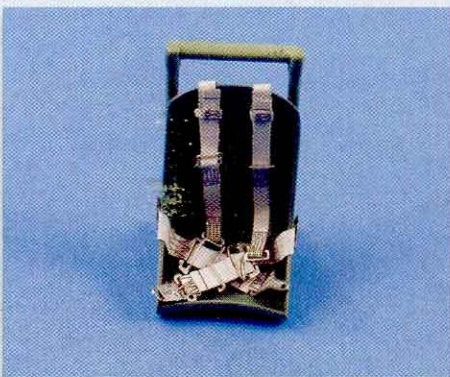
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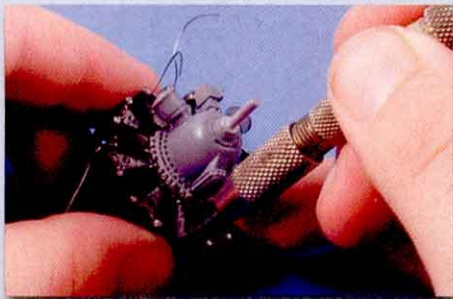


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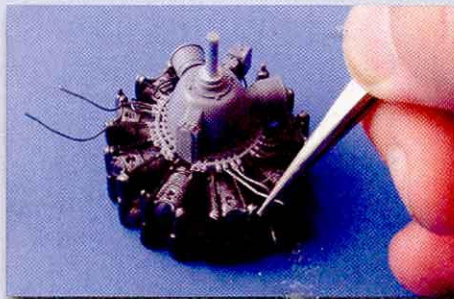


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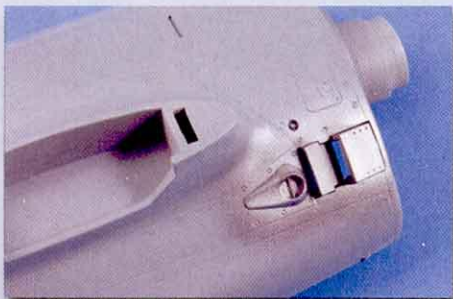
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After securing the lead foil to the wiring loom, they were placed into the attachments on the pistons using tweezers



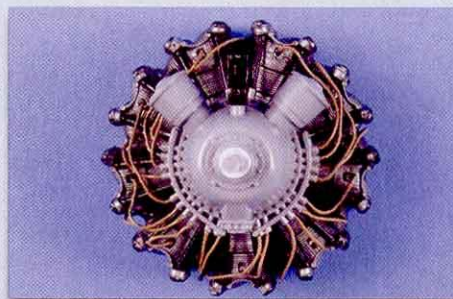
After painting the prop with Alclad, Matt black was added and gently sanded back to reveal the metal underneath



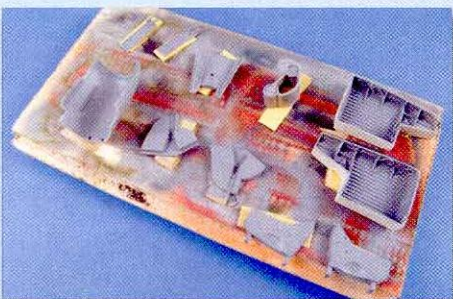
More metalwork in the form of the shrouds. Several shades of Alclad were employed to create the effect of burnt metal



An oldie, but a trustworthy part of the toolbox is Humbrol's Maskol



The completed engine ready for installation



Keeping everything in place on an off cut piece of wood ensures nothing gets lost



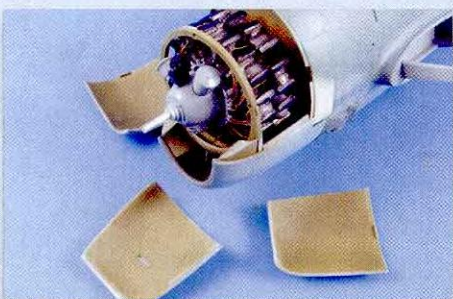
When everything, including the weathering, is done as a sub-assembly, accessing the smaller details is easier



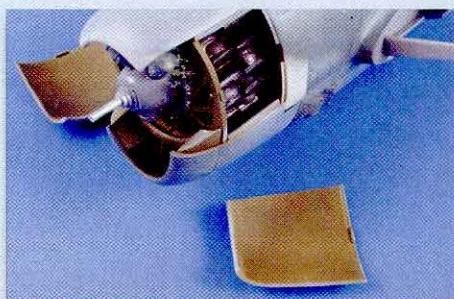
Artool masks are low tack, very safe on paint, and being opaque has its advantages as well

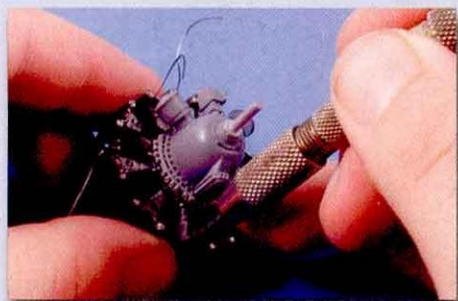


White Ensign Enamels proved ideal for the shading process and the majority of the camouflage was sprayed without any masks

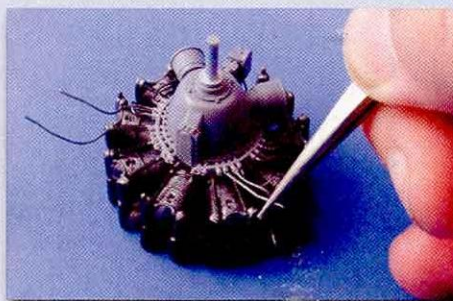


The cowling assembly was quite complicated and was assembled after placing the engine on the forward bulkhead





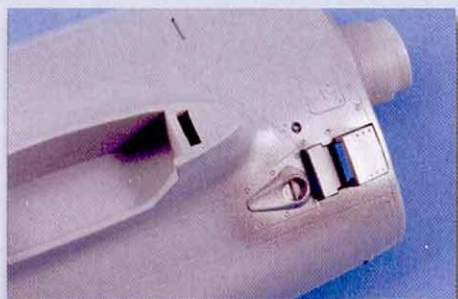
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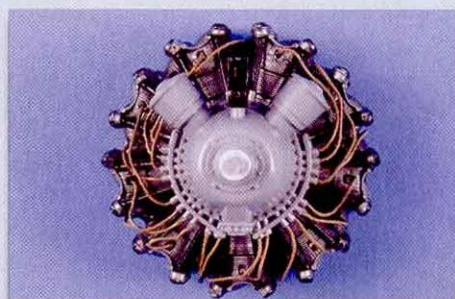
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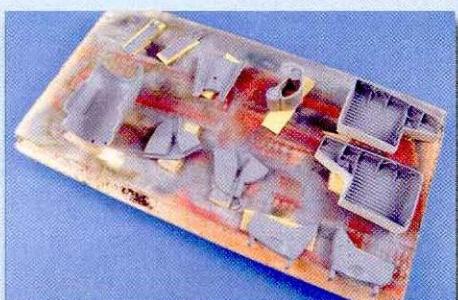
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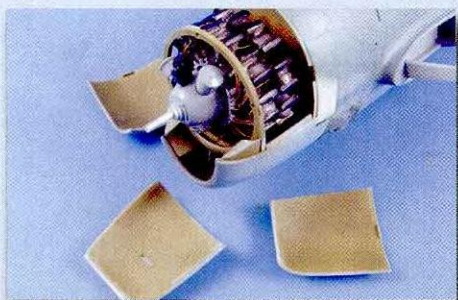
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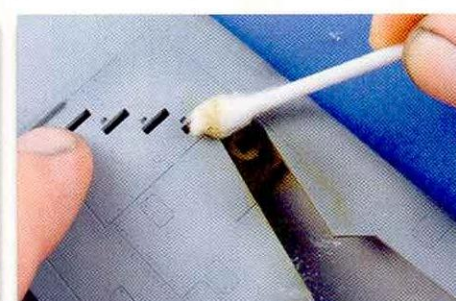
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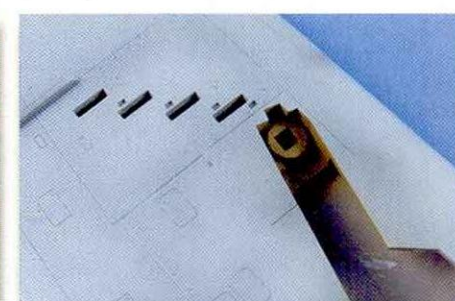
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As the model is completely covered in Acrylic gloss varnish, at this point overspray is easily remedied



Using a cotton bud dipped in thinner the overspray is easily removed



One of the advantages of using enamels in conjunction with acrylic gloss varnish



The final sub assemblies ready to go together just prior to the final weathering



Last but not least are the weathering pigments. Applied with a brush they greatly enhance the entire model



rivet the airframe, the constant pressure of adding the rivets using a beading tool caused the previously snug fitting fuselage halves to warp slightly and this caused me some grief when it came to joining them together.

Closely Matched Colours

White Ensign Models' superbly matched colours formed the basis of the scheme here, and for those of you who prefer acrylics, let me just say that I sprayed for three or four hours at a time without a single clog or having to blow out a build up. I know acrylics are all the rage at the moment and are as hip as Prada, but personally I will stick with the versatility and durability enamels offer.

I employed a progressive shading technique that involved the adding highlights and lowlights to the base colour then blending the two separate tones afterwards with another coat of the base colour. This method is used with every camouflage colour, and whilst it is definitely time consuming, I personally feel the results are well worth the effort.

Rounding the Final Corner

After allowing the camouflage a night to dry, the acrylic varnish is applied, which performs the double duty of not only protecting the camouflage from the rigours of the weathering process, but also provides a suitable surface for the application of decals. Personally I employ a mixture of decal solutions as I find the Gunze setting solution leaves an impossible to remove film, and is therefore substituted with Microscale's Micro Set. The Gunze Mr. Mark Softer is the best 'sol' I have used and I find it handles even the heaviest decals with ease.

With the decals having a day to allow the Mr Mark Softer to do its business undisturbed (touching the decals prematurely will result in their complete destruction) A wash of Winsor & Newton's Raw Umber and Payne's Grey was mixed together and applied to the model. Using a thin brush, the wash is applied locally as opposed to generally over the entire model, as too much white spirits will eat the glue and the plastic and can result in the model falling to pieces.

After the excess wash has been removed the model can be matted down using Poly-S matt varnish as is the usual routine for all of my models. After leaving the varnish to cure overnight, the weathering pigments are added as a final weathering step, and once this is completed so is the model.

Ugly Enough to be Cool

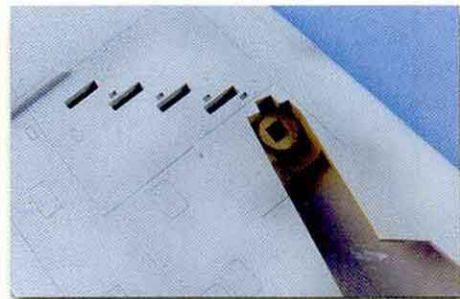
Overall I would rate this kit very highly. It does have it's issues, the sink-marks that mar almost every visible surface, along with a couple of less than stellar and overly complicated fitting assemblies, however in most aspects this lives up



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The final sub assemblies ready to go together just prior to the final weathering



Last but not least are the weathering pigments. Applied with a brush they greatly enhance the entire model



rivet the airframe, the constant pressure of adding the rivets using a beading tool caused the previously snug fitting fuselage halves to warp slightly and this caused me some grief when it came to joining them together.

Closely Matched Colours

White Ensign Models' superbly matched colours formed the basis of the scheme here, and for those of you who prefer acrylics, let me just say that I sprayed for three or four hours at a time without a single clog or having to blow out a build up. I know acrylics are all the rage at the moment and are as hip as Prada, but personally I will stick with the versatility and durability enamels offer.

I employed a progressive shading technique that involved the adding highlights and lowlights to the base colour then blending the two separate tones afterwards with another coat of the base colour. This method is used with every camouflage colour, and whilst it is definitely time consuming, I personally feel the results are well worth the effort.

Rounding the Final Corner

After allowing the camouflage a night to dry, the acrylic varnish is applied, which performs the double duty of not only protecting the camouflage from the rigours of the weathering process, but also provides a suitable surface for the application of decals. Personally I employ a mixture of decal solutions as I find the Gunze setting solution leaves an impossible to remove film, and is therefore substituted with Microscale's Micro Set. The Gunze Mr. Mark Softer is the best 'sol' I have used and I find it handles even the heaviest decals with ease.

With the decals having a day to allow the Mr Mark Softer to do its business undisturbed (touching the decals prematurely will result in their complete destruction) A wash of Winsor & Newton's Raw Umber and Payne's Grey was mixed together and applied to the model. Using a thin brush, the wash is applied locally as opposed to generally over the entire model, as too much white spirits will eat the glue and the plastic and can result in the model falling to pieces.

After the excess wash has been removed the model can be matted down using Poly-S matt varnish as is the usual routine for all of my models. After leaving the varnish to cure overnight, the weathering pigments are added as a final weathering step, and once this is completed so is the model.

Ugly Enough to be Cool

Overall I would rate this kit very highly. It does have it's issues, the sink-marks that mar almost every visible surface, along with a couple of less than stellar and overly complicated fitting assemblies, however in most aspects this lives up



to Hasegawa's very high standards.

There is no doubting the fact that this builds up into one very accurate and extremely impressive 1/32 rendition of the famous Jug, and I only hope that my attempt at it has done the model some justice. I was certainly very impressed when I fitted the wings to the fuselage and it is no exaggeration to say that Hasegawa have captured the not so elegant yet impressive lines that distinguish this world famous and enduring airframe. It may not have the glamour or the popularity of the Spitfire or the Mustang, but the P-47 fits very nicely into my 'Ugly Enough to be Cool' category, and in British camouflage with roundels gracing the fuselage this comes up as one very impressive model.

Special thanks to Pete Mossong for creating the decals that made this build possible, with little more data to go on than a single colour profile.

SAMI



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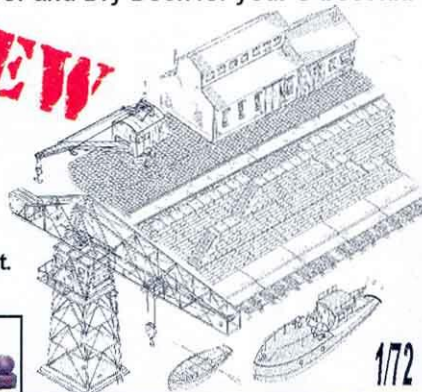
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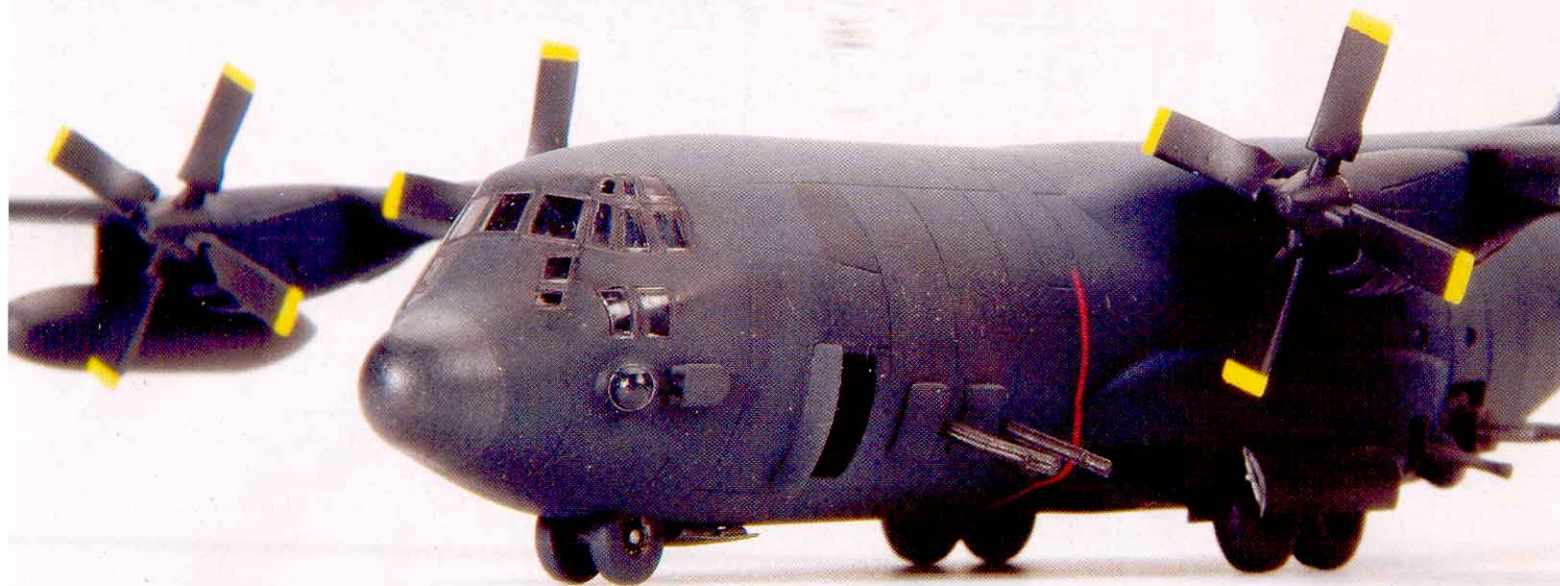
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A quick look at Minicraft's new C-130 in 1/144



864 | Scale Aviation Modeller | September 2007

Scaling Down Hercules

A quick look at Minicraft's new C-130 in 1/144



There are some kits that crop up in new injection-moulded packages that make one wonder how the manufacturer expects to break even. Some, indeed, so obscure as to make one wonder how they ever heard about the type in the first place. Other projects are so obvious that the modelling public can only marvel at the wait they have had to endure for their Genesis. The C-130 in 1/144 is one of these.

There has, of course, been a kit from Revell in the past – although not currently easy to come by. This

particular kit is fairly elderly and somewhat dated, particularly with respect to the transparency, and as it is not the practice of *Scaling Down* to look back, we can leave this item to collectors and concentrate on the matter in hand.

Minicraft have taken advantage of a gap in the market, and come up with a set of parts that seem ready and able to adapt, with a minimum of fuss, to any one of a number of variants and air arms. For modellers wishing to display a cross section of types – transports, fighters, bombers altogether, the kit is Heaven sent, and the ease of construction allowed by the engineering involved is an added bonus.

Having elected to build the Gunship, and having very little time in which to complete the project, no time was lost in cutting plastic. The Coastguard kit would have been quicker to construct, but there was

an all-black option with the AC-130H that was too tempting to resist. Parts specific to the Gunship are included on a small sprue with both kits, and the only difference between the two were the decal sheet and instructions.

The first order of business with the Gunship is to cut out the holes for the armament. There are parts included to fit behind these, and grooves on and the trickiest fit was the replacement fuselage section that includes the extended front end of the port undercarriage sponson. The instructions invite you to open six apertures in the port fuselage. The middle four of these are for the offensive armament, while the one nearest the cockpit has some moulded detail inside representing the laser range finder and other equipment. This can be left closed if desired. The rearmost aperture seems



bays located, I was able to commence the main assembly with little further problem. The wheel bays and cargo-floor went in, and a check with the transparency confirmed that the lack of a cabin interior would be unnoticeable. I added a pair of seats and a central console just in case, but beyond this, effort expended on the interior will be wasted. Given the open option with the rear hatch and the cargo deck, it is not unreasonable to suppose that someone will come up with an etched interior – Extratech spring to mind – but until such time the aircraft is best left closed up.

The general fit of parts is excellent, and I had a finished airframe before I

to disappear from the kit instructions part way through, and there is no indication as to its purpose. Images on the Internet suggest it is some kind of vent, but as I could find nothing conclusive in the time available I simply left it closed.

With the weapons

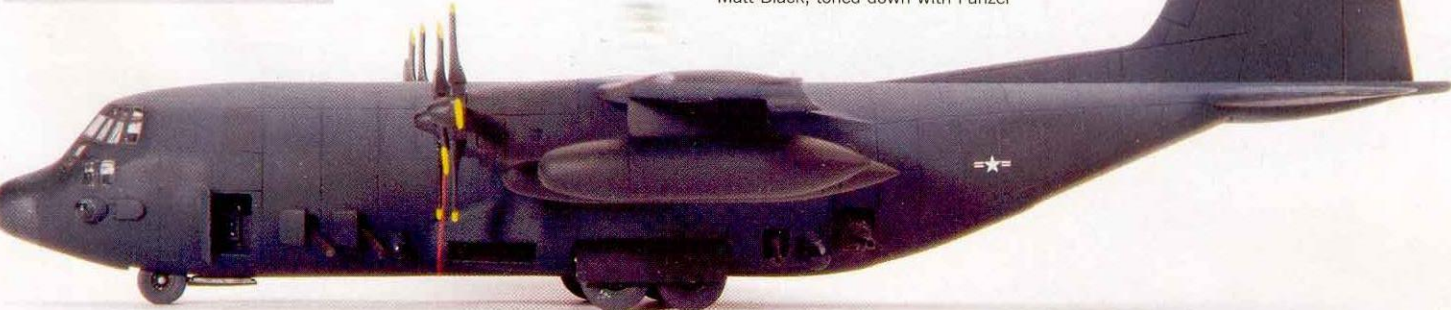
knew it. I used 1p coins for nose weight, standing them on end in the gap between the cabin floor and the internal bulkhead behind it. A coat of dark grey to the interior and I was ready to fit the canopy.

It was at this point that I broke some of my own rules, and ended up compromising the project. The transparency is a single piece that includes cabin roof and sides, and has enough spare round the edges of the actual glazing to allow it to be faired in properly. This did, however, take several sessions of sanding, filling and priming, and I should have done this before

allowing any paint to get onto the actual window framing. Masking the whole glazed area as a block until the join was seamless would have prevented the build up of grey primer that eventually showed underneath the black finish when the masking tape was removed. This required a lot of tidying up to a sensitive area, and as a result I don't have the crisply masked and defined window frames I regard as essential. Sorry Minicraft – the fault was mine and not with the kit.

With assembly completed and the canopy fitted and masked, it was time to paint, and this was the part of the build I was looking forward to. Four options are provided – one all-over grey, one in two-tone grey, and two black options, one of which has a large nose art, but no indication of unit or operational period in the instructions. I chose this latter option, only without the noseart, as I am not a fan. The combination of all-black aircraft with just the red prop-warning line and the yellow blade tips was a winner as far as I was concerned.

I went to town with the pre-shading,



The Gunship in Service

The C-130 Hercules was selected to replace the AC-47 Gunship during the Vietnam War, due to its ability to carry larger and heavier weapons, and better endurance. The AC-130 Gunship first arrived in South Vietnam on 21 September 1967 and began combat operations over Laos and South Vietnam that year.

In Vietnam, Gunships destroyed more than 10,000 trucks and participated in many crucial close air support missions. During the Invasion of Grenada (*Operation Urgent Fury*) in 1983, AC-130s suppressed enemy air defence systems and attacked ground forces enabling the successful assault of the Point Salines Airfield. AC-130s also had a primary role during the United States invasion of Panama (*Operation Just Cause*) in 1989 when they destroyed Panama Defence Force headquarters and numerous command and control facilities.

During *Operation Desert Storm*, AC-130s provided close air support and protection for ground forces, and battlefield interdiction. The primary interdiction targets were early warning/ground control intercept sites along the southern border of Iraq. The military has used Gunships during



AC-130U Flown by the 4th SOS. Armament includes a 105mm howitzer, a rapid-fire 40mm Bofors cannon and two 25mm multi-barrelled Vulcan cannon, capable of firing 3600 rounds per minute

Operations Restore Hope and *United Shield* in Somalia, and in the NATO mission in Bosnia-Herzegovina. The US later used Gunships during the 2001 invasion of Afghanistan, and the Iraq War. In 2007 US Special Operations forces used the AC-130 in attacks on suspected al-Qaeda militants in Somalia.



US Coast Guard C-130 Hercules taken at Lajes Air Base (Terceira Island) in the Azores, July 23th, 2005. (João Eduardo Sequeira)

Along with the Gunship, the Coastguard version makes a colourful start to Minicraft's C-130 series. Fairly straightforward in construction, the kit also includes decals for an all-grey RCAF machine, but shares identical sprues with the Gunship kit, the only difference being the white plastic used with this issue.

which is a favourite technique of mine. This was particularly easy with the Iwata Revolution reviewed elsewhere in this issue, and I was able to follow the panel lines even in this scale with its fine tip and sensitive action.

There has been much written about the relative merits of pre-shading as a weathering technique. Many say it is inaccurate, but I prefer it as it looks superb when done with care. I pre-sprayed the panel lines with Lifecolor Matt Black, toned down with Panzer

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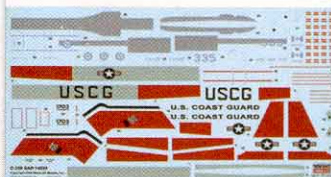
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C-130 Hercules US Coast Guard Search and Rescue

Scale: 1/144 Kit No: 14524
Price: £21.99 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 102, Clear 5
Manufacturer: Minicraft UK Importer: Hannants

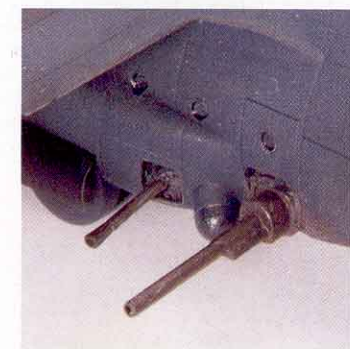


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C-133 Cargomaster en Route

US company Nostalgic Plastic are about to release their first kit – a 1/144 resin model of the C-133 cargomaster, which will provide an ideal companion for your C-130s. The kit is being mastered by Anigrand and includes a clear resin canopy, decals, and instructions. Even at 1/144 scale, the model will have a length of 12 inches, and will be a hefty piece of kit. The initial limited run is for 50 items, and it will be imported exclusively to the UK by Freightdog.

We hope to be able to show you more of this project in due course.

Grey, then simply filled in with the same paint. Selected panels were masked and highlighted with a darker mix. There were only six decals to add, and these went on with no problem. I masked and sprayed the red warning line with Lifecolor 06.

The undercarriage, props and wing tanks all go together beautifully. The undercarriage in particular looks the part. I drilled out the ends of the gun-barrels and added gaskets around the main armament from PVA-soaked tissue paper, and the model was almost finished. The final touch was to drill out the various portholes and glaze with white glue.

If I have a criticism, it is that the instructions are a little vague with regards the Gunship. Little information is provided on the armament, and nothing regarding the aerial fit, and as soon as I



C-133 Cargomaster at the National Museum of the United States Air Force

have time to ask Mr Andy Evans for some data on the specific aircraft depicted, I will add aerial, wires, blades, and anything else missing from this particular machine. No indication is given as to the units represented, and this is a project that would have benefited from some good reference material – and a little more time to source it.

References and real aircraft aside, this is a real modeller's kit! It goes together beautifully, and will fill plenty of gaps in plenty of collections. It looks like the next boxings will be a Blue Angel support aircraft and a USAF transport, but no doubt an RAF version will pop up somewhere down the line.

Scaling down Hercules was no labour! It was an enjoyable project and the resulting model captures the sit and look of the machine perfectly. Well done to Minicraft for releasing it, and can we have the E-3 Sentry soon please.

SAMI

Decals

Now the kits are out, interested parties are reminded of the available stocks still to be had of Microscale's 1/144 sheet for the type – sheet 194.



Five options are included:

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2. WC-130H 920th WGR, Keesler Air Force base. All over ADC Gray
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4. C-130E Military Airlift Command. Two shades of green/tan over light gray
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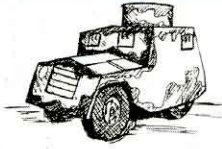
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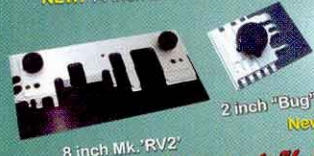
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The AMX in 1/48 is a surprisingly large model when assembled

AMX
Kit No: 48010 Price: £39.50
Type: Resin
Manufacturer: Warrior Model www.warriormodel.prv.pl
UK Importer: Aeroclub

AMX International is a joint venture, based in Rome, between Alenia (46.5%), Embraer (29.7%) and Aeromacchi (23.6%). The partner companies produce different sections of the aircraft as follows:
Alenia: centre fuselage section and tail fin
Embraer: wings, elevators, air intakes, landing gear, fuel tanks
Aeromacchi: front and rear fuselage sections

Explosive mix!

An Italian Job spiced up with a bit of Brazilian

At the beginning of the 1970s Aeronautica Militare Italiana (AMI) was looking for a new multirole aircraft to replace its fleet of Fiat G.91s and RF-104Gs in tactical support and reconnaissance roles, respectively. This new acquisition was also expected to supplement the Panavia Tornado, then in development, as an attack aircraft with shorter range and lower exploitation costs. Initially, Aeritalia planned to modify the G.91, but the small size of the aircraft

precluded its further development. At the same time Aeromacchi was working on MB.340 project, however, it was not accepted by the AMI. In 1978, both firms formed one consortium, and a year later signed an agreement to start working on a project designated AM-X (the letter X denoted an as yet unknown foreign partner, since there were fears that Italy might not be able to bear all the development costs by itself).

Two years later EMBRAER joined the project, as Brazil was looking for a

replacement for its AT-26 Xavante (licence-produced MB.326GB). The initial plan was for 11 prototypes and 317 production aircraft. The costs and assets were split 70/30 between two countries and each of the three partners was to be responsible for different set of subassemblies. The general requirements and specifications were the same, the only difference being armament. AMI chose an American-built 20mm M61A1 Gatling gun, while the FAB opted for two French-built 30mm DEFA 554 cannon. Seven prototypes were built, 5 in Italy and 2 in Brazil. In 1986, work started on a two-seater version AMX-T that flew for the first time in 1990. Delivery of new aircraft commenced in 1988 in Italy and in 1990 in Brazil.

The AMX is powered by a Rolls-Royce Spey Mk.807 turbofan, and is able to carry a vast array of weapons including bombs (Mk.82, 83 and 84, and GBU-16), unguided missile pods (SNIA-BPD ARF/8M2, FFAR Mk.5 or FFAR ZUNI Mk.6), guided missiles (AGM-65D Maverick, AGM-88C HARM, AM39 Exocet, MBB Kormoran 2), cassette bombs Belouga, or containers Skyshark. For self-defence the aircraft uses two AIM-9 Sidewinder missiles mounted on wingtip pylons and has WRE and RWR capabilities. AMX is also equipped with an arrestor hook and in-flight refuelling probe.



During the Gulf War in 1990, Italian AMXs were deployed to Turkey, but did not participate in operations over Iraqi territory. AMI also deployed AMXs in 1995-97 to former Yugoslavia, in 1999 to Serbia and later on to Kosovo.

The kit

I have a soft spot for esoteric and smart looking aircraft equipping air forces around the world. If you can picture types such as the TS-11 Iskra, L-39 Albatros or G-4 Super Galeb you know what I am talking about, but to many modellers these remain unknown types. AMX fits into this niche perfectly, and as is usually the case, it is rather challenging to come up with a kit of such an aircraft. This is surprising given the Italian origin of the AMX, and I would have thought that Italeri would be more than interested in the type. In the absence of the mainstream products one has to rely on the cottage industry, and the only manufacturer that I know of to produce the AMX kit in resin in both 1/72 and 1:48 scale is Warrior Model from Poland. Since 1/72 is my preferred scale for modern jets I contacted Tadeusz Bialowas from Warrior with the intention of buying a kit from him. However, while we were exchanging emails, he suggested I build the bigger version, which he duly provided.

The kit comes in a sturdy box containing plastic bags with several well-cast resin parts. These are grouped into sections such as the fuselage, wings or undercarriage, and bagged separately. Undercarriage legs and Sidewinder missiles are cast in white

metal, while the rest of the kit comes in beige coloured resin. A very nice replica of a Gatling gun is also provided, consisting of steel tubing already cut to size and several resin parts. Two crystal clear vacform canopies were provided in my kit, and the entire package was complemented with a sheet of decals containing markings for 7 aircraft. Initial inspection revealed that most parts were very well cast with subtle panel lines and with only a few pin holes in the wings. Instructions consist of a

basic assembly diagram, decal placement drawings for all marking options, 3-view diagram and a cutaway diagram.

The first thing I needed were references. A quick search through my stash of magazines and books brought to the surface a Polish aviation magazine *Lotnictwo Wojskowe* (4/1999) containing an article with colour side views and scale plans as well as a section of a Czech *L+K* magazine (11/1990) that had a nice cutaway diagram of the AMX. While I

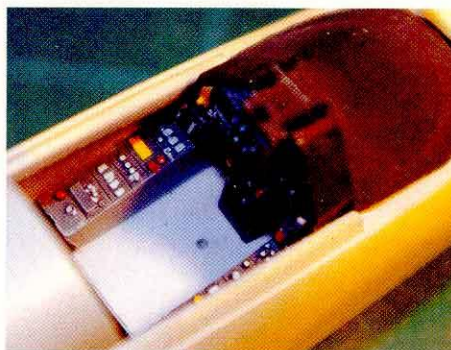
was able to scale up the plans, I still needed more photos. These were downloaded from the Internet. Some sites worth checking out are www.ams.vr.it, www.aviopress.com and www.airliners.net.

Putting it all together

I focused my attention initially on the cockpit. Various details were picked out in different colours according to reference material and the seat was given the same treatment. Before the fuselage could be closed the wheel



The kit comes in a sturdy box containing separately bagged resin parts



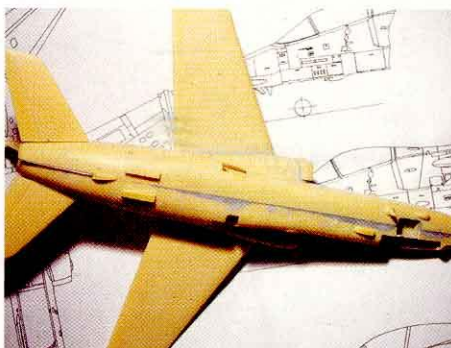
Various cockpit details were highlighted according to reference photos



The kit parts feature some nice cast detail



The resin ejection seat undergoing painting



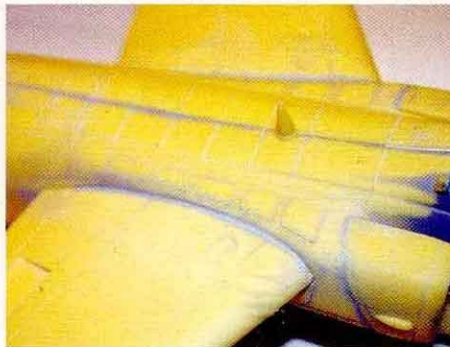
The joint underneath the fuselage required repetitive filling and sanding in order to level both fuselage halves



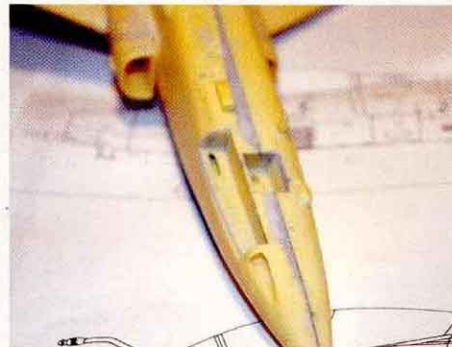
A degree of cleaning up was necessary on the main joints



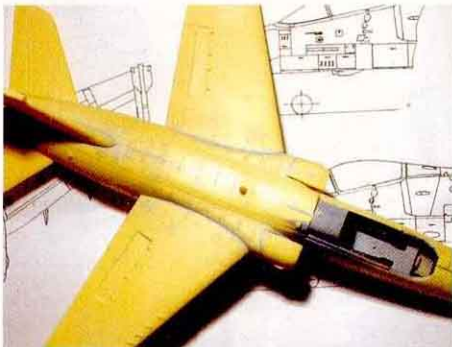
The rear fuselage, showing the nice fit of the tailplanes



As with so many models of contemporary jets, the shoulder area needs a lot of attention



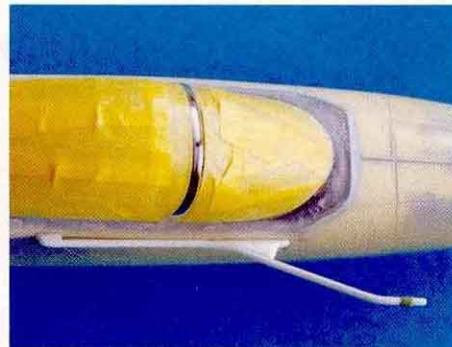
The gun trough was cut out to accommodate Warrior's excellent Gatling gun



Nice detail on the upper surface has survived the sanding and clean-up



The IFR probe on the starboard side of the canopy



The probe was scratch built from Evergreen styrene sheet and rod

wells, engine nozzle and gun bay need to be installed. In the meantime, Tadeusz at Warrior advised me that his 1/72 scale kit required some additional nose weight and he was not sure about the quarter scale kit, so just to be on the safe side I inserted a lead fishing sinker into the nose, thus increasing the already excessive weight of the kit.

Upon joining the fuselage halves I discovered that the right half was slightly bigger than the left. This of course meant trouble, but I figured that it is better to align the top edges and try to fix it at the fuselage bottom. Again, Tadeusz informed me that this

problem has been fixed in current releases and offered me a replacement, but by this time it was too late. The joint underneath the fuselage required repetitive filling and sanding in order to level both fuselage halves. My major problem was that each time I sanded, I uncovered pinholes hidden in the resin, which in turn needed to be filled in and sanded. And so the cycle continued for several evenings!

Once I was satisfied with the outcome I attached the remaining kit components - wings, vertical and horizontal stabilizers and air intakes. The wings had some pinholes that

required filling with superglue droplets and all surfaces needed polishing with a fine sandpaper. All flying surfaces are solid castings and I mounted them on pins made from a paper clip. More sanding was to follow, but this time I removed the excess putty with a cotton bud dipped in a nail polish remover. It worked very well and I had no problems with unexpected pin holes. The canopy was next, and it was dipped in Future and masked with Tamiya tape prior to attaching to the fuselage. Several airdals and scoops were also fitted at this point.

Examination of photos revealed that

most of the AMXs feature IFR probe on the starboard side of the canopy, and this was scratchbuilt from Evergreen styrene sheet and rod. At this stage I also decided to make covers for the air intakes and a canvas cover for the engine nozzle as seen on one of the photos I found.

Before any painting was done I paid attention to all of the remaining subassemblies such as the Gatling gun, undercarriage and weapons. The M61 Vulcan consists of six steel tubes, resin main body and 3 disks with pre-drilled holes. It is relatively easy to assemble, and looks quite good when painted Gun





Gatling gun assembled, painted Gun Metal and dry brushed with Aluminium



Painting underway. Note the 'peeling' paint at the top of the fin



A second coat of Xtracolor resulted in a nice glossy surface ready for decals

Metal and dry brushed with Aluminium. I also noticed that on the real thing the gun bay covers are usually fully removed with the exception of the one furthest back, which sometimes hangs in the open position. I separated this from the others, cut out ventilation vents and inserted a suitable looking photo-etched part from the spares box.

The kit provides two auxiliary fuel tanks, two Mk.82 bombs and two white metal Sidewinders. I decided to go with tanks and missiles, but replaced the Mk.82s with laser guided bombs. These came from an old Hasegawa weapon set that one of my friends found in a box of toys bought at a garage sale. Out of four assembled and covered in glue bombs I managed to build two decent looking ones and painted them according to reference photos.

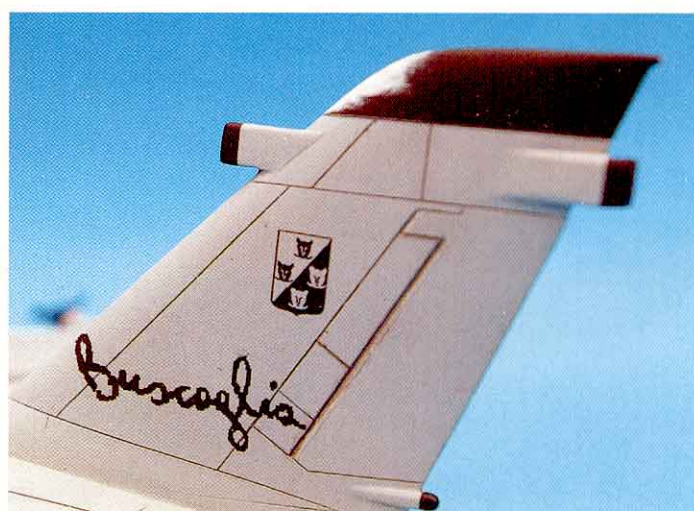
Colours and Markings

The kit's decal sheet provides no fewer than 7 options, 6 Italian and one Brazilian. I was really keen on the Brazilian, but there are no optional



The high quality, glossy photographic paper setting on my HP930C worked best for the home-made decals

parts in the kit to build this version and one has to modify the nose according to drawings in order to accommodate two DEFA cannon. None of the remaining options appealed particularly to me, but I found a photo of a neat looking aircraft from the 30 Stormo sporting a funky looking Buscaglia inscription on the tail. A very similar option is provided on the decal sheet with the exception of the inscription, which I concluded was the early version of this marking. As it turned out I was able to use the majority of the



I was quite pleasantly surprised with the final effect

decals from the sheet with the exception of the emblem and the inscription.

Initially, I highlighted all the panel lines with black followed by an overall coat of Xtracolor X138 ADC Aircraft Grey (FS16473), which was a perfect

match to the colour seen on photographs. Leading edges of air intakes were airbrushed with Alclad2 Aluminium, while all dielectric panels were finished in Tamiya Black. The top of the fin was dry brushed with white according to photographic references,



and I would imagine that this is just paint peeling off the panel.

The kit's decals provided the majority of markings and stencilling, and enabled me to put together new serial numbers and codes. Decals were very thin and of good colour density, reacted well to Microscale Set and Sol, and there was no problem with silvering.

I decided to make the remaining necessary decals myself. It was, for me, one of those uncharted areas of modelling, but some time ago I bought Bare-Metal Foil Decal Film for inkjet printers thinking that one day it would come in handy, and now was the time.

The first thing I needed was some images to print. The Stormo emblem was easy. I simply scanned the decal image, put it through some light treatment in Photoshop, and it was ready to go. An appropriate style of Buscaglia inscription presented a bit of a challenge, but I found an image of a squadron patch on the net and used it



Compact and versatile, the AMX combines the utility of the Hawk with the grace of the Jaguar...

as a basis for my decal. After a few hours processing using Photoshop I ended up with something that I was happy with, but still far from ideal. Nevertheless, I proceeded with printing and quickly established it was better not to follow the instructions provided with the decal film, but to experiment

attached all the bits and pieces left on my desk. The airbrakes on the upper surface of the wings were left in the open position, since I thought that added a bit of interest to the kit, although I could not see them deployed on any of the photographs. A bit of Raw Umber wash was applied to panel lines complemented with pastel powder weathering.

Conclusion

This is a very nicely cast and detailed kit, but it was a challenging build, mostly because of the fit problems with the fuselage halves, although this has been resolved by Warrior Model and



Surely one of the most neglected jets currently operational as far as modellers are concerned?

with printer settings. The high quality, glossy photographic paper setting on my HP930C worked best and still looked good when dry. These new Decals received a thin coat of Microscale Liquid Decal Film and were carefully cut out, and applied in the usual way. I was quite pleasantly surprised with the final effect, and the scanned badge turned out very well.

Once decals were applied I coated the kit with Humbrol Satin and

should not be an issue in the current release. At the end of the day I have a good looking model of a plane I really like, and gained an opportunity, finally, to test my skills at printing my own decals. The model turned out to be quite big in a quarter scale, and not surprisingly it is very heavy! If you are interested in Italian or Brazilian air forces or like more unusual kits this one is for you.

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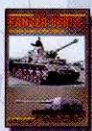
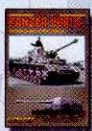
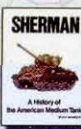
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Decals are included for two Polish military machines and LOT Polish Airlines livery

Plane Name

Scale: 1/72

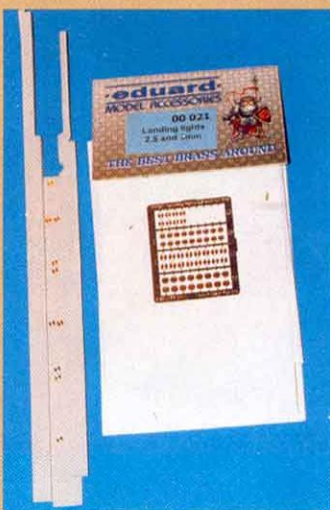
Kit No: 72101

Price: £33.30

Type: Injection Moulded plastic

Manufacturer: Amodel

UK Importer: Hannants



Eduard's landing lights set added a nice touch to the interior ceiling

Additional Materials

Eduard Set 00021

References

- Antonov's Turboprop Twins – An-24/An-26/ An-30/ An-32 Yefim Gordon, Dmitriy Komissarov, Sergey Komissarov, Midland Publishing, 2002
- Model Fan 7.8/2002, 7/2004 (Polish modelling magazine)
- Modelarz 3/2005 (Polish modelling magazine)
- 'Polskie Skrzydła/Polish Wings' (bilingual) Wacław Holdys, Transhan, 1998



Turboprop Twin

Amodel's Antonov An-26 (early)

The An-26 was developed from the An-24 civil/military transport aircraft. Production started in 1970 in the Kiev Antonov factory, and continued until 1986. Almost 1400 were produced. Several modifications to the basic aircraft were introduced during sixteen years of production and the An-26 was, and still is, in service with the air forces of Russia, former-Soviet countries, ex-Soviet bloc countries, China, Afghanistan, Chad, India, and many more. Its civil users list is almost endless.

The first An-26s arrived in Poland in March 1972 and were delivered to the 13th Air Transport Regiment based in Kraków-Balice. Altogether 10 were delivered and they still serve in Balice, although they are slowly being replaced by more modern CASA C.295M aircraft.

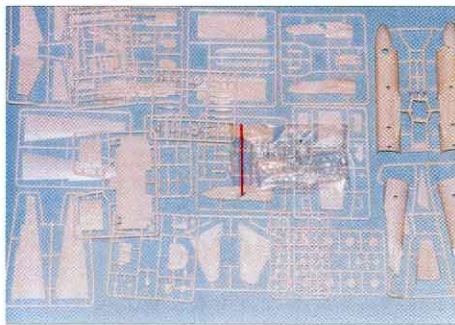
The Kit

I was very happy when a couple of years ago I heard Amodel was going to release this kit. I was even more happy when I purchased one and, on opening the box, I found decals and colour schemes not only for two Polish military machines but also for LOT Polish Airlines livery. The latter turned out later to be pretty

inaccurate, but the decals for military machines nos 1406 and 1407 were almost perfect. It's a pity the manufacturers did not include at least one scheme for a Polish machine in the four-colour camouflage, which Polish An-26s received after overhaul in Ukraine a few years ago. The other colour scheme depicts a Soviet machine with huge red number 40 codes, while stencils complete the large and good quality decal sheet.

There is a mass of plastic parts in the huge box, and I must admit that although Amodel kits are considered as 'short-run,' the quality of surface detail is very high, with delicate engraved panel lines correctly positioned. There are plenty of small items, some fine, some crude, but nothing beyond the skills of the more experienced modeller. Transparent parts are quite thick and not crystal clear, but can easily be polished or replaced.

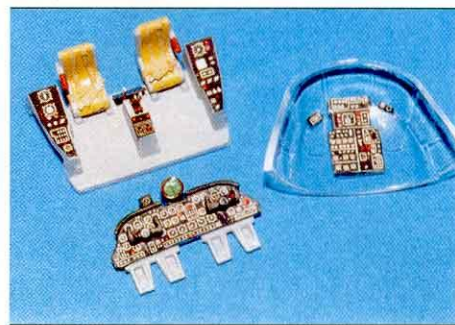




There is a mass of plastic parts in the huge box



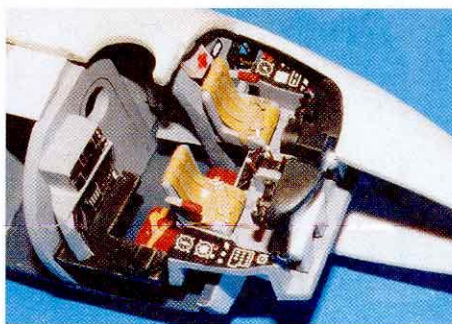
The quality of surface detail is very high, with delicate engraved panel lines correctly positioned



Decal instrument panels were employed, and seatbelts from masking tape



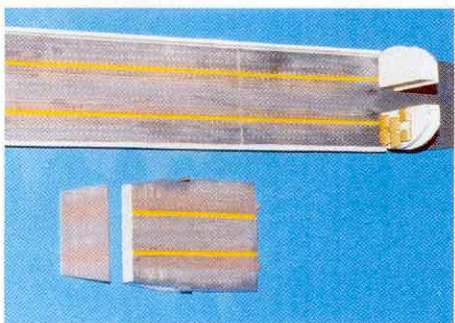
Photo-etch buckles and various handles and conduits were added



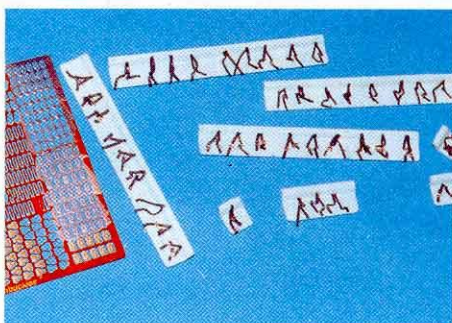
Cockpit elements were attached to the port fuselage side



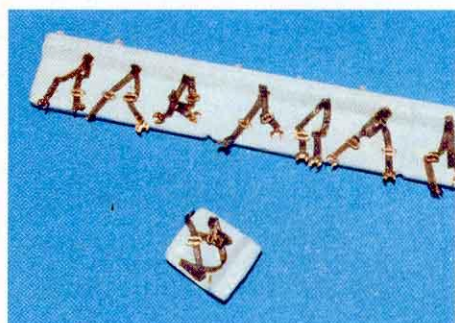
There is plenty of room for nose weight around the cockpit assembly



Detail and weathering was added to the loading ramp



For belt buckles I used WWI items from a PART fret



The troop bench seatbelts give a satisfactory level of authenticity

Construction

I started with cockpit, and my advice here is to use only the basic items provided with the kit, as once assembled almost nothing is visible through the narrow cockpit glazing, whether kit parts or vacform replacements. I added several details as I wanted to make photographs for this article. I used decal instrument panels, added seatbelts made from masking tape and spare PE buckles, various handles, and conduits. Cockpit parts were then glued to the left fuselage side, as were the rear seats and

instrument panels of the remaining crew.

I turned next to the fuselage section. This will be visible through the open loading ramp (even if only with the use of a mini-torch). The ceiling, painted light grey, was detailed by adding lights from Eduard set 00 021. The floor was first perforated with a punch tool since it is too smooth, painted dark grey, decaled with yellow guidance lines and, finally weathered with rust and grey pastels. The same applies to the loading ramp (Photo 9). Benches were painted light turquoise (yes, it is correct!), and

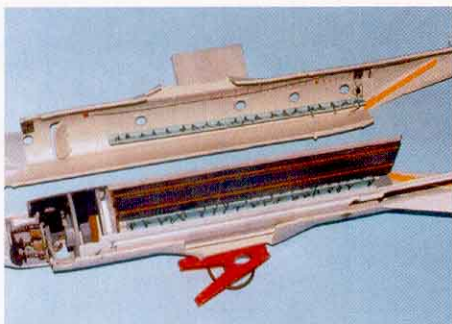
dark grey seat belts made from masking tape were added. For belt buckles I used WWI items from a PART fret. Once completed these present a satisfactory level of authenticity. Fuselage interiors were painted light grey and several kit details were added, supplemented by additional details following sources, photographs or drawings.

Finally, I detailed the most visible part of the aircraft's interior - all the hoisting systems right above the open loading hatch. I glued both fuselage halves, filled the seams, added tailplane, wing roots,

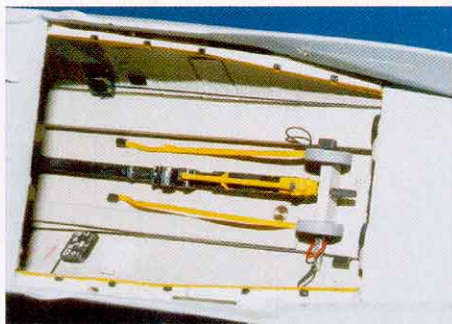
and left it all to dry.

I then commenced preparing all the important external details. I made two new exhaust stacks from spare tube rather than use crude kit items. Kit undercarriage parts are very good so all I added were minor detail items and copper wire hydraulic conduits. Wheels were painted and weathered heavily with mud and light grey pastels. Wing halves were glued together and sanded smooth in the next stage, and also the fuselage seams and any uneven surfaces were sanded and polished, before I





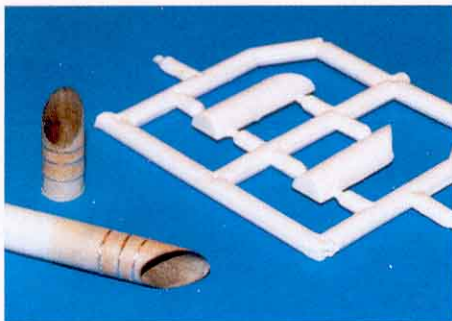
The almost completed transport section



The hoisting systems right above the open rear hatch



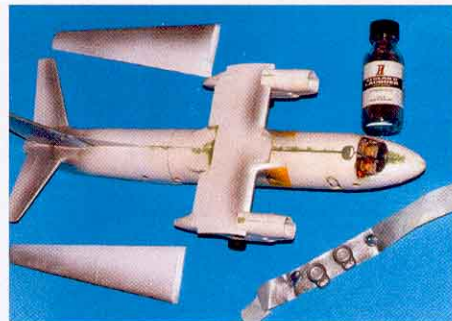
Fuselage halves glued, seams filled and wing stubs added



New exhaust stacks replace the kit's crude items



Wheels were painted and weathered heavily with mud and light grey pastels



Leading edges masked off prior to painting with Alclad aluminum

masked off and painted all leading edges and engines fronts with aluminum. I then added all antenna, probes and other small items. Once the wings were attached to the fuselage, the whole airframe could be painted light grey, and decaled. Antenna wires and scratchbuilt wipers were the last items to be added, and these completed the model.

Conclusion

Obviously not a kit for a beginner, but a welcome addition to the always neglected ranks of transport aircraft (Italeri, Revell – what about CASA C.295M?). In the hands of a skilled modeller it can be turned into an eye-catching model – most important for any serious modeller is the accuracy – 10/10 here! – and for those wishing to go further with superdetailing, Extratech have just released two photo-etched sheets for the type.

SAMI



Kits Available

- A Model #72101 1/72 An-26 (early version) £33.30
- A Model #72118 1/72 An-26 (late version) £33.99
- A Model #72134 1/72 An-26PP/PT/Z Retrotranslator £33.50
- AZ Models #72001 1/72 An-26 (late version) includes etched parts ETBA
- Russian Project #72201 An-26 ETBA
- Sanger #7214 (vacform) 1/72 An-26 £27.50
- Toko #106 1/288 An-26 £1.99



Accessories

- Extra Tech #72153 Etched parts 1/72 An-26 Interior/Exterior £9.20
- Extra Tech #72154 Etched parts 1/72 An-26 loading ramp ETBA
- Legato #72003 Decals 1/72 An-26 7 options ETBA

An-26 Walkaround

All photographs by Wojciech Butrycz



One of 13th Air Transport Regiment's An-26s seen at Krakow-Balice airfield, May 2000



Starboard nose section - note antenna arrangement and open cockpit window



Main undercarriage details



Wing tip seen from below



Details of engine nacelle and propeller



Exhaust stack and rear engine nacelle details



Inner engine nacelle details



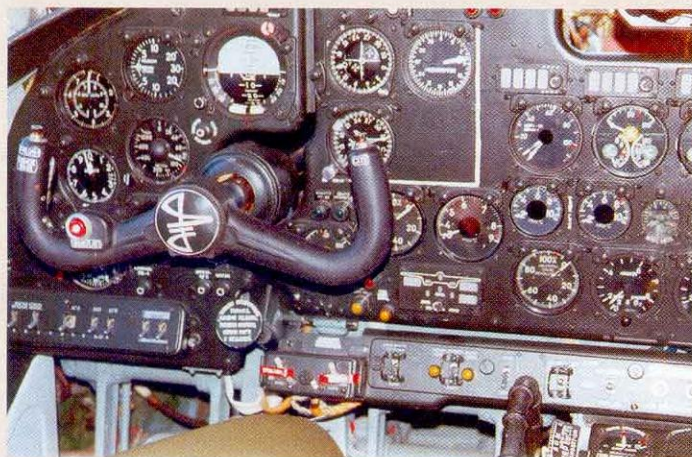
Transportation section. Note colour of benches



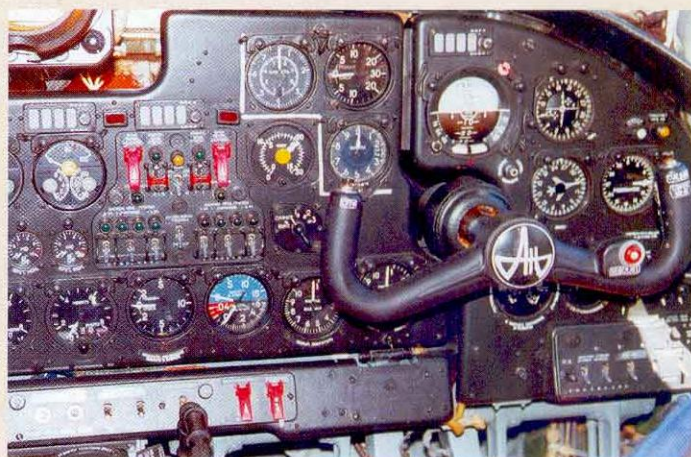
Rear fuselage



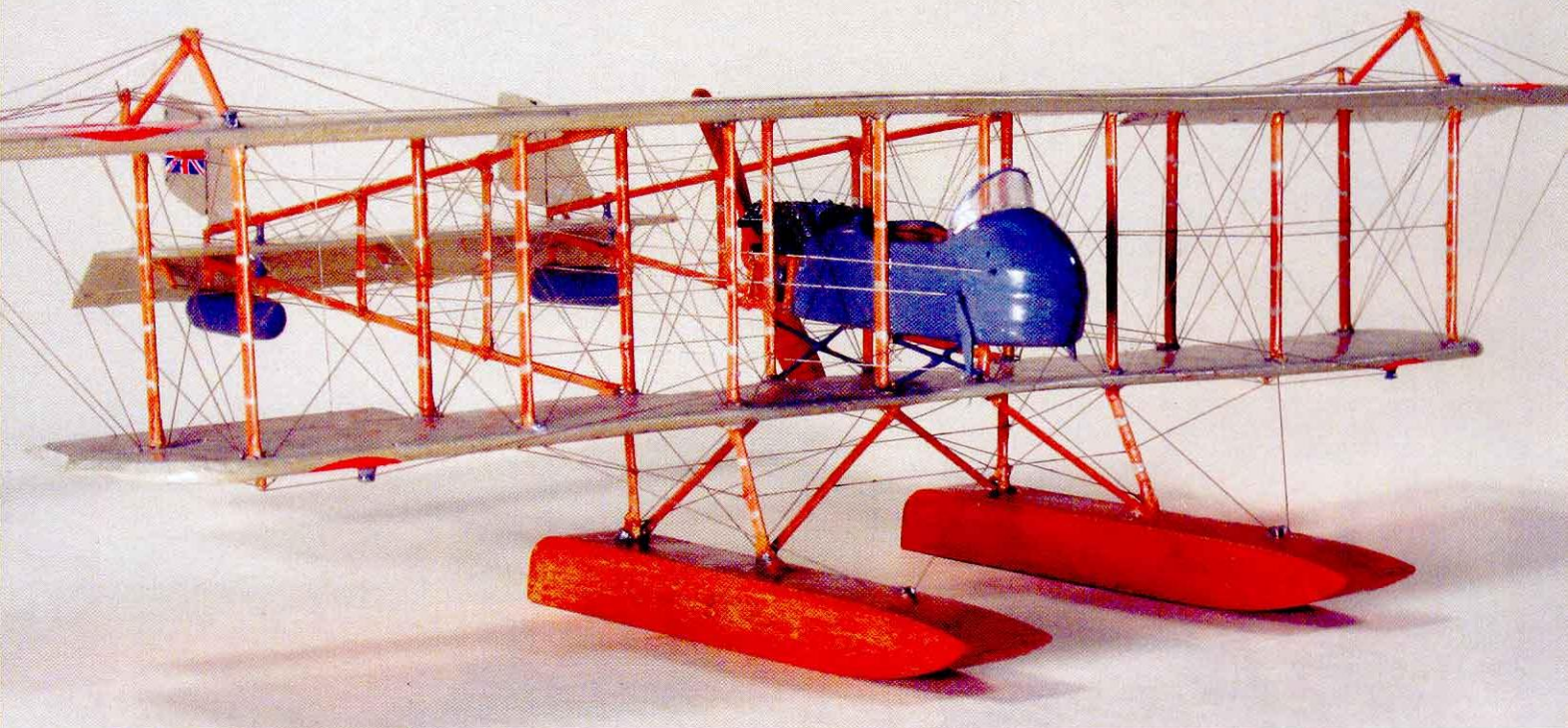
Tailplane and rudder details



Left side pilot's control panel



Right side pilot's control panel



Shorthorn

Building and rigging Choroszy's Farman M.F.11 Shorthorn



Farman M.F.11 Shorthorn (British)

Scale: 1/72	Kit No: B80
Price: TBA	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	Parts: Resin 126
Manufacturer: Choroszy	UK Importer: Aeroclub



When one thinks of World War one aircraft one immediately envisages Sopwith Camels and Fokker triplanes duelling high above the trenches, but military aviation was a little different at the beginning of the war. The true fighter was yet to be born and what aircraft were available to the various warring nations were generally primitive unarmed reconnaissance machines. One such machine was the Farman MF.11. This was a development of the MF.7, known in Britain as the 'Longhorn' because of the prominent elevator at the front of the aircraft. One of the most obvious visual differences between the MF.11 and the MF.7 was the lack the front elevator; hence the MF.7 became known as the 'Shorthorn.' It's hard to believe that this aircraft was ever frontline material, but the type remained active in British units on the Western Front until November 1915 and continued to serve in the Middle East for longer. Some publications suggest that the Shorthorn was the first allied aircraft to engage in aerial combat. The Shorthorn is also credited as carrying out the first RNAS Night bombing raid on the 21st December 1914. It was as a trainer though, that the Shorthorn

is best remembered and was possibly responsible for training more British pilots than any other type in the first few years of the war. The MF.11 was also used in large numbers by France and Italy (built under licence by S.I.A.) as frontline machines in the early part of the conflict.

The Kit

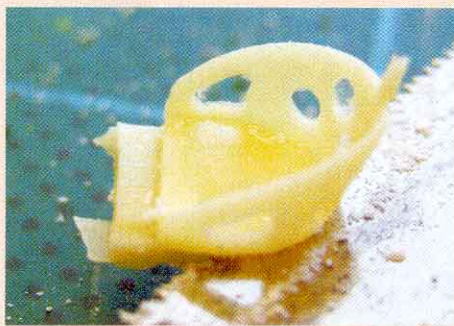
Choroszy Modelbud has recently released a range of Shorthorns. These include examples from Britain, France, Italy, Russia and Japan. The sample I received was the British Shorthorn which depicts a non-specific floated version, although wheels and tail skids are included, so there is no reason why the more common land type cannot be built out of the box. The standard Choroszy box contained the usual myriad of impressive looking resin parts and I immediately felt on familiar ground. The sheer amount of small pieces on individual blocks, packed in sealable polythene bags, can seem a daunting prospect to the uninitiated, but having previously built a few Choroszy kits I have perhaps become slightly immune to the sight. Even so, sorting the pieces out can be fairly time consuming.

The box also contained a small bag of rods for use as booms. The material

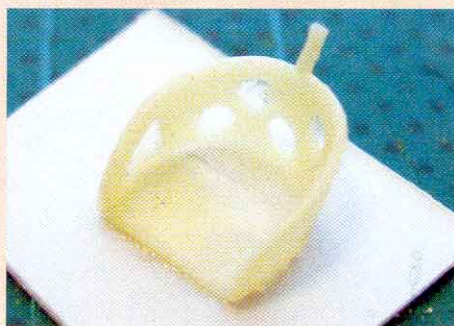
they are made from is very rigid and strong, and I suspect it may be nylon based. Instructions are never Choroszy's strong point and it is debatable whether the model could be built successfully without further reference material.

Nacelle

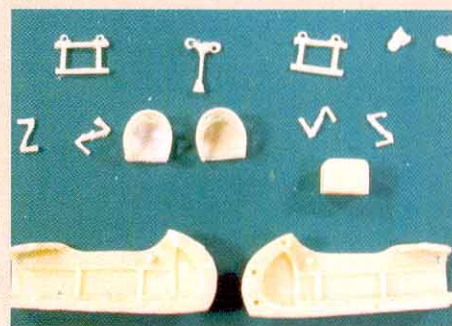
Work began on assembling and painting the cockpit components. These consisted of a pair of bucket seats, control column, rudder pedals, fuel tank and fuel pump. The appearance of these parts suggests that they are reasonably accurate when compared to period drawings. Other than adding the usual masking tape seat belts I did not feel the urge to enhance the cockpit area. This is an unusual model in that it is easier to fit many of the components into the cockpit after the two halves of the nacelle had been glued together. This in itself was not as straightforward as it could have been as the port and starboard halves did not match very well, requiring plenty of filler around the seams. Some areas also needed to be trimmed to obtain a good match between the two halves. To fill in the seams I used a two-part car body filler which I have found to be quick and easy to use and compatible with resin.



Removing one of the seats from its block



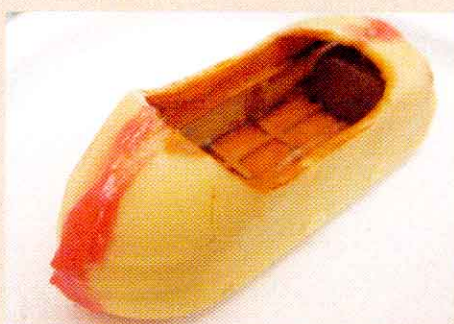
I cut through the seat slightly when removing one of the seats. This was repaired with a piece of plasticard



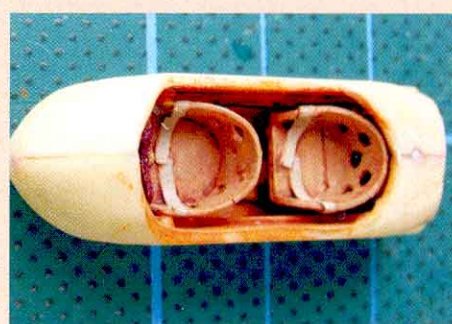
The nacelle components



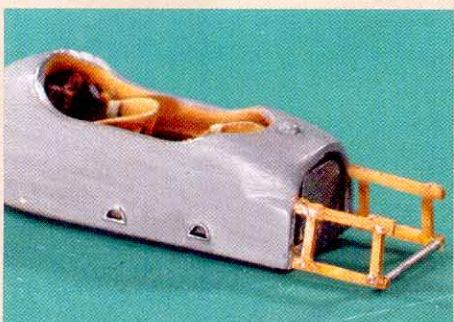
The two halves of the nacelle didn't fit too well



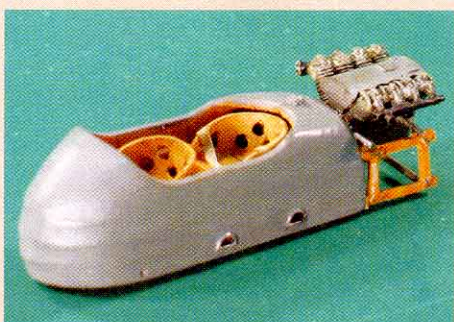
Two-part body filler was used to fill the seams



In go the bucket seats



The engine mount is fitted to the back of the nacelle. Note the inward angle of the frames



With the engine fitted in place the nacelle is finished



Straightening the lower wing in a tray of hot water

Finally the rudder pedals, control column and seats were fitted into position. The kit also provides a selection of various sized bombs to fit into the nacelle but I consigned these to the spares box. The nacelle was then painted a dark grey colour. I used Tamiya Dark Sea Grey which appeared to be a reasonable match to photos of surviving Shorthorns with grey nacelles.

Engine

The kit includes a nicely rendered Renault engine and this is fitted on to mounting frames at the rear of the nacelle. I mistakenly fitted the exhausts at a 45 degree angle to the cylinders and only realised the error of my ways later in the build when realistically it was too late to rectify. Exhausts on the British Shorthorns should be fitted horizontally (and vertically on French machines). One area of the model where further research is absolutely necessary

concerns the wooden framed engine mounts. These appear to have been fitted at an angle on most Shorthorns with the distance between port and starboard mountings being smaller on top than underneath. Unfortunately it is impossible to determine this from the supplied documentation. In order to fit the wooden engine mounts correctly, the horizontal mounting points moulded on to the engine sides needed to be replaced as they were too short. This was done by cutting off the original mounting points, drilling two holes completely through the engine and threading plastic rod through these holes. I also found that the port and starboard side wooden framed engine mounts did not entirely match and a little trimming was required. Once all this was completed the engine could be mounted on to the back of the fuselage.

Wings and Struts

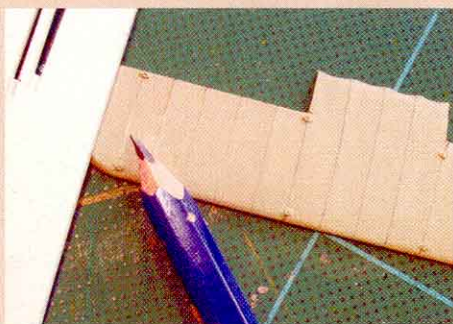
Once removed from its block and

cleaned up I noticed that the lower wing was slightly warped. To rectify this problem, the wing was taped to a metal ruler and placed in a tray of hot water for a minute or so. For this model I wanted the ailerons to be slightly angled and so the next job was to remove these from the upper and lower wings using a razor saw. A large percentage of this kit consists of struts. Whilst I have used resin struts on smaller models in the past without problems, I felt that it would be wise precaution to replace them with something a little stronger. For this job I chose to use Brass 'Strutz' as I hoped careful use of such a strong and rigid material, combined with tight rigging, would deter the wings from sagging. Sixteen brass struts were prepared and the centre four were then fitted to the lower wing. Using brass rod I built up X-shaped braces between the struts to support the nacelle. The nacelle was then fitted into position between the central struts. The upper wing suffers

from a few problems. Firstly it is not 100% straight when viewed from above. However, this is not too obvious unless you hold a perfectly straight edge next to it and so can be ignored, but it does require a little repositioning of struts.

The second (and potentially more serious) problem is the wingspan itself which is a good 7-8mm shorter than it should be. Once again I did not notice this problem until it was too late to realistically do anything about it without tearing half the model apart. Had I noticed the problem earlier I would have been tempted either to expand the wing span using plasticard and filler or scratchbuild a complete replacement.

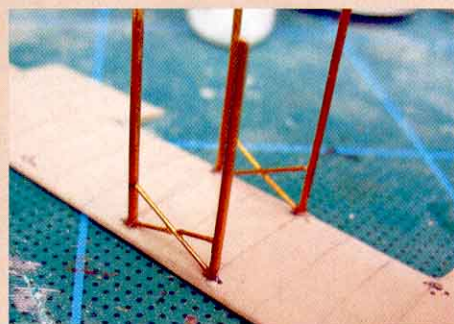
Back to the construction, and the upper wing was fitted on to the four central struts. The remaining 12 struts were then fitted into position between the two wings. As has already been noted a little creative positioning was necessary to prevent slight problems



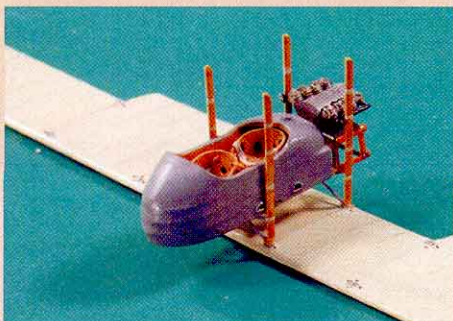
To reproduce the framework showing through the wings, lines were drawn in pencil and then softened



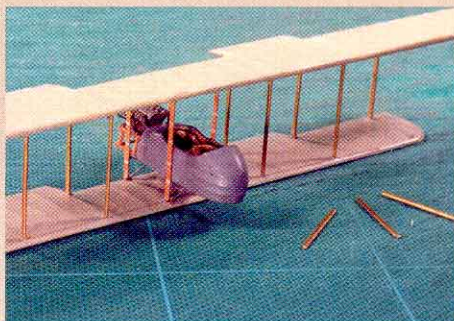
Replacement struts are manufactured from brass 'Strutz'



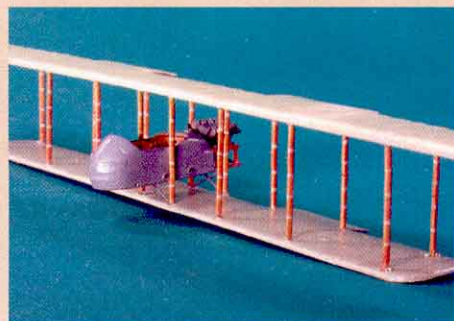
The centre four struts are fitted to the lower wing



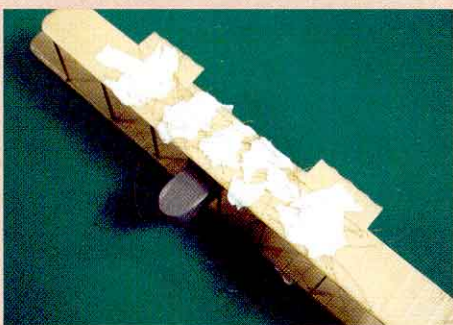
Fitting the nacelle into position



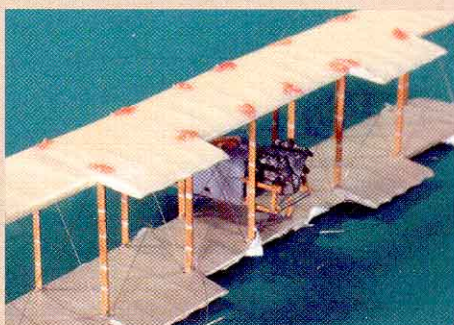
The remaining interplane struts are fitted



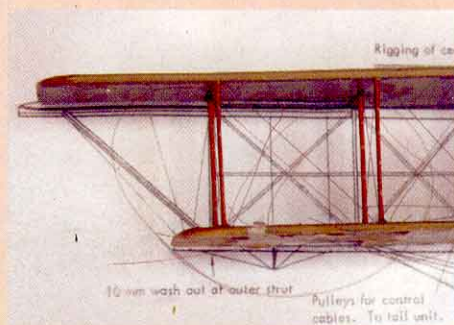
The completed basic wing assembly



The wings are rigged. The first step is to dry fit all the threads using masking tape to locate them



Once the rigging is permanently glued filler is applied to ensure that remnants of the rigging holes will not be noticeable



The upper wings are significantly shorter than they should be when compared to Ian Stair's plans

with the upper wing affecting the angle of the struts.

Rigging and painting

For the rigging I used smoke coloured invisible thread. For the most part this was threaded through pre-drilled holes in the wings. This was done in pre-arranged stages, as some threads once glued would be cut down while others would continue to be used for undercarriage rigging etc. In this way continuing rigging was omitted until the trimmed threads were cleaned up and the wings painted. While on the subject of painting the wings, I used Tamiya Deck Tan for the doped fabric. Once this was dry the ribs were drawn in using a normal HB pencil. These lines were softened by rubbing them with cotton wool and fixed with a coat of Halfords clear lacquer, before various coats of Johnsons Klear and watered down Xtracrylix Matt varnish were applied. The decals supplied were very well printed and I had no

problems applying them to a gloss surface.

Booms and tail

As has already been mentioned the horizontal booms are made from a suspected nylon based material which is very strong and hard, perfect for the use they have been given. As with the wing struts I fabricated the vertical boom struts from brass Strutz. I had no problems cementing the brass to the kit parts although it took a few attempts to get the alignment of the booms perfect. The booms were then glued to the wing section.

The tail section comes as one piece. In my mind's eye I visualised the finished model with the elevator hanging at a quite a severe angle and so the elevator was removed. The tail parts were then painted as detailed above before reattaching the elevator at the required angle. Once this was done the tail was fitted to the end of the boom, which turned out to be

easier than anticipated and nightmares about possible alignment problems at this stage of the build proved to be unfounded. It was then time for more fun with the smoke coloured thread and the entire boom section was rigged using just four pieces. Assemblies were then painted before gluing the two fins to the tail end top edges of each boom. It was then a case of yet more rigging, the subject this time being the tail and fins.

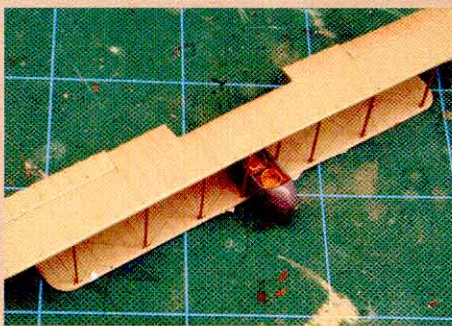
Floats

Once again I turned to brass Strutz for the float attachment. Firstly, vertical struts were fitted to the underside of the wing, carefully matching the angles against plans. Pre-painted resin floats were then glued to these struts before finally adding the diagonal struts. I often find fitting the float section to early aircraft to be one of the most challenging stages of the build, but in this case I experienced no problems. It was then a case of yet more rigging

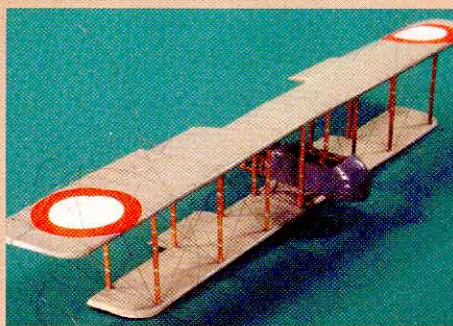
which in itself was probably the most complex undercarriage rigging that I have ever attempted.

Control wires and finishing touches

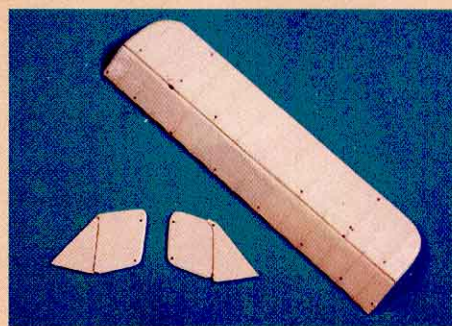
It was then time to add the control wires. This is traditionally my least favourite job, especially if the glue decides to be a little unpredictable. I began with the fuselage control horns. These have three wires running from them controlling the ailerons and the elevator. Thread was glued to the fuselage control horns prior to attachment and painting. From then on I worked in a methodical order beginning with the underside aileron cables, followed by the elevator and rudder and finally tackling the upper wing ailerons. It was at this point that I had a slight mishap when one of the unfinished control cables caught on something on my workbench and pulled the aircraft out of my hands. Result: one pair of smashed floats. Sometime later the float assembly was



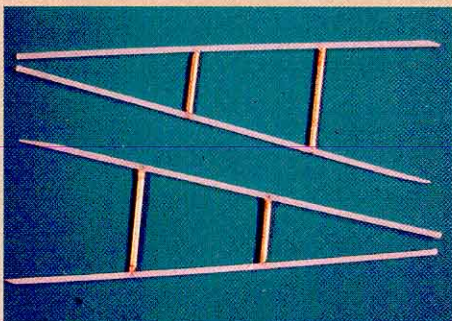
The upper wing is painted part way through the rigging process



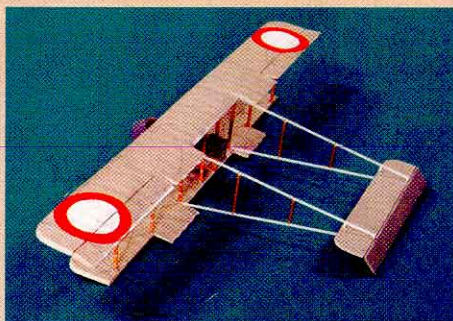
The basic wing rigging is completed and the upper wing decals have been applied



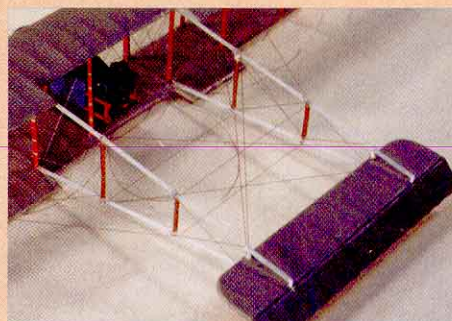
The tail, elevator and rudder sections pre-painted



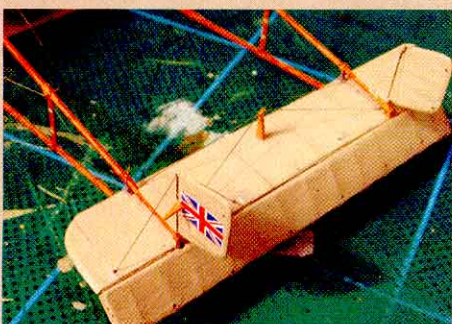
The tail booms are manufactured



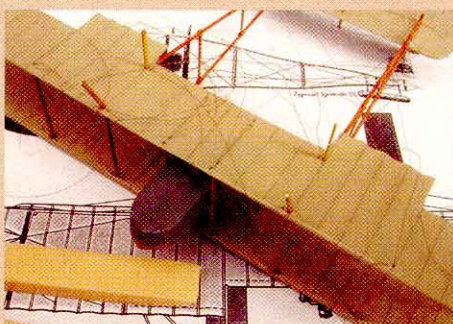
Fitting the tail booms and tail unit posed no alignment problems



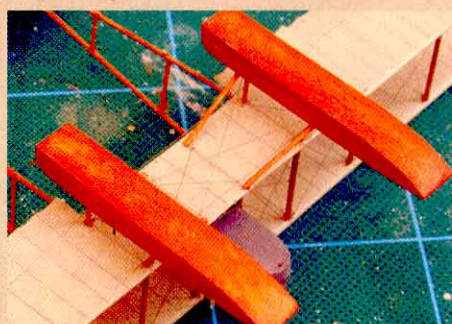
More rigging. This time the tail booms are the subject



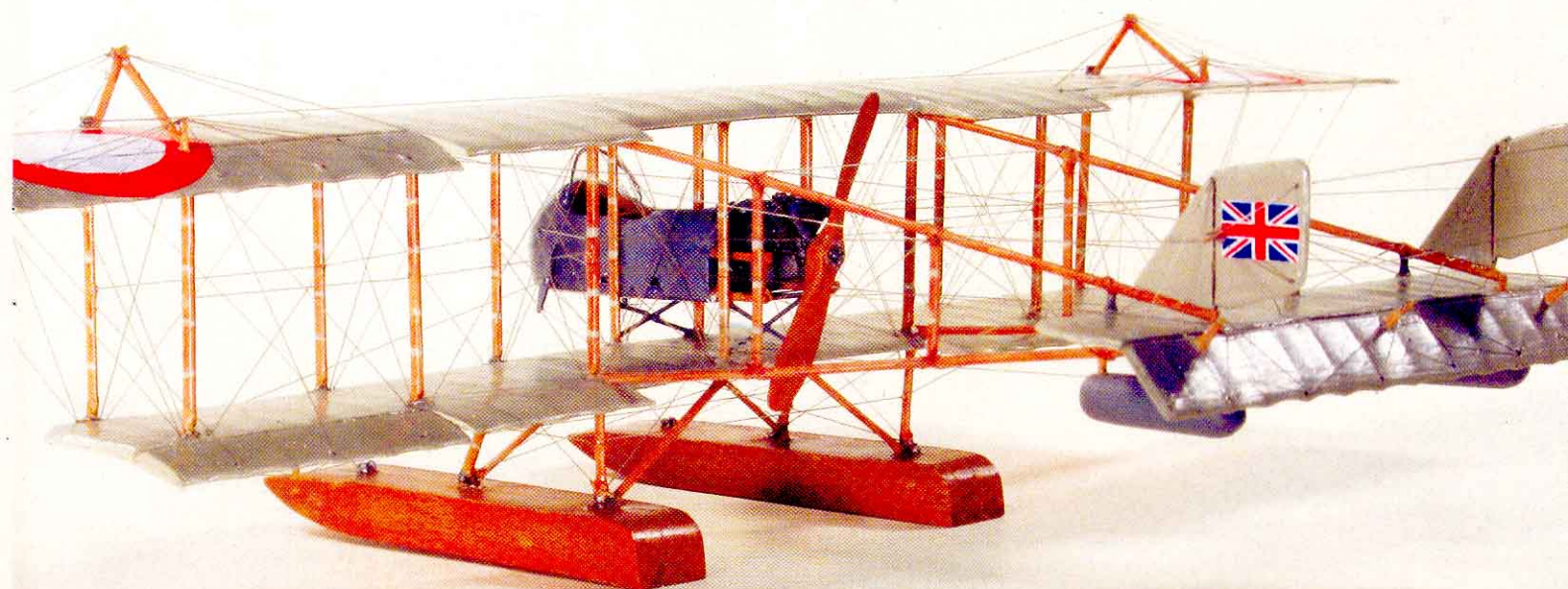
The tail itself is rigged

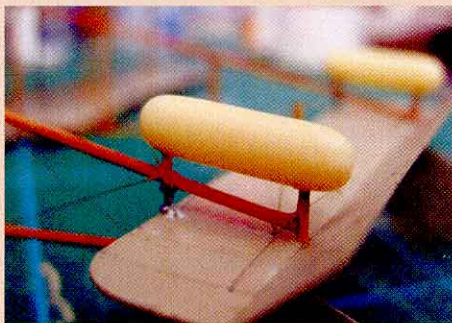


Work begins on the float section

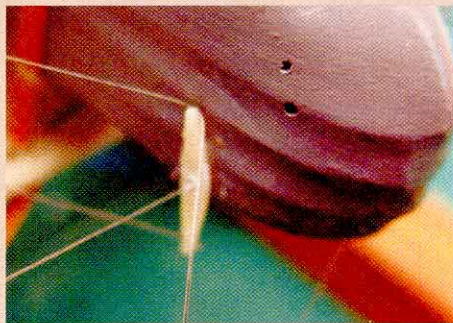


The completed float section





Tail floats are added



The fuselage control horns are fitted



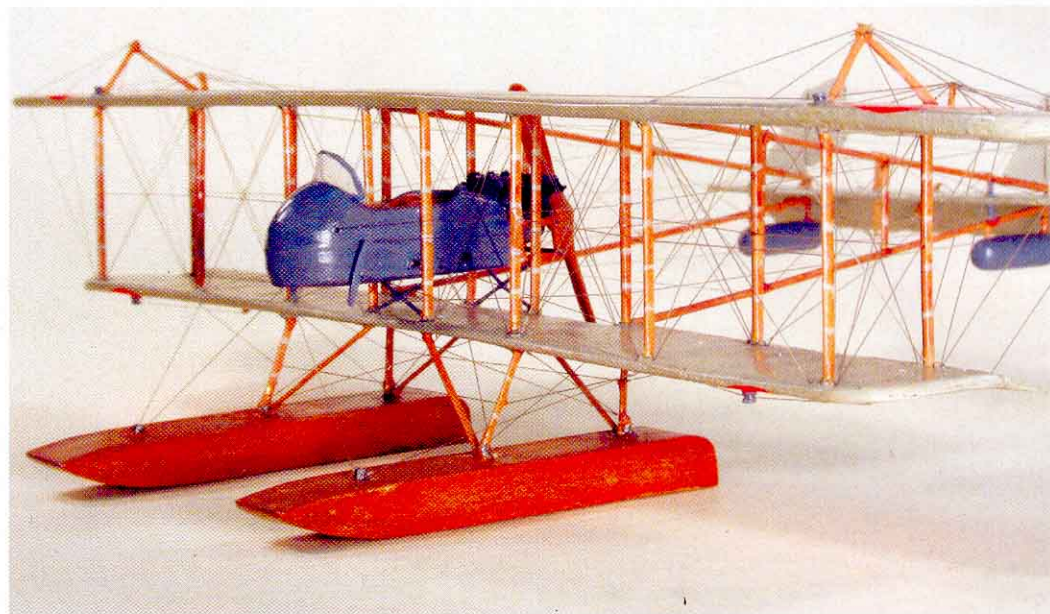
Underwing control wires added

repaired, but I would urge readers not to look too closely in that direction!

With the control wires completed it was simply a case of adding and rigging the king posts. These were an addition to later MF.11s and it is worth querying whether a Shorthorn with early markings such as this one should sport such additions. Without photographic evidence to the contrary though, I had no choice but to follow the manufacturer's guidelines on this matter. For the finishing touches the windscreen and the propeller were added. The kit provides a resin frame for the windscreen; however I found this a little too thick and delicate to be of any real use and reverted to a piece of acetate shaped around a drill in hot water.

Conclusion

A friend of mine recently commented that in his opinion, that in this day and age where so much information is freely available, model producers really have no excuses with regards to producing inaccurate models. I'm not sure I entirely agree with him, but in this case I find it a little puzzling as to why the upper wing is so much shorter than it should be, especially when the provided plans that come with the kit appear to be reasonably correct. However, for me the big question is if I wasn't aware of the problem would it be visually noticeable? I think it would be, but I will leave the final judgement



on this to the reader. If truth be told what really annoys me is that I didn't pick the problem up early enough to fix it. If nothing else I've learnt a valuable lesson concerning checking the accuracy of parts before use. Accuracy issues aside I found this to be an enjoyable and challenging model to build.

This might not be the kind of kit that would appeal to everybody's taste, and I certainly wouldn't recommend it to anybody with limited

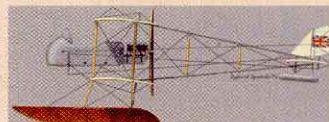
rigging experience, but it does nevertheless fill a large and important gap in the development of early military aircraft. It will be interesting to see if a tooling of the earlier MF.7 Longhorn follows, but please Mr.Choroszy; let's have a reasonably accurate one.

SAMI

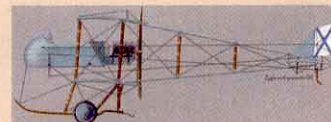
Footnote

I would of course be happy to be informed that some British Shorthorn floatplanes had a shorter wingspan and that I should learn more about the subject before attempting to model and write about it.

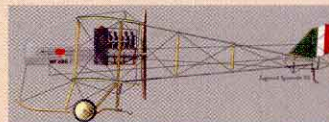
Choroszy's Farmans



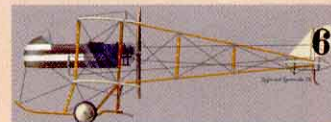
B80 Farman M.F.11 Shorthorn
(British Army Air Force)



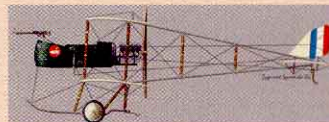
B83 Farman M.F.11 Shorthorn
(Imperial Russian Air Force)



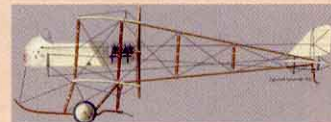
B81 Farman M.F.11 Shorthorn
(Italian Army Air Force)



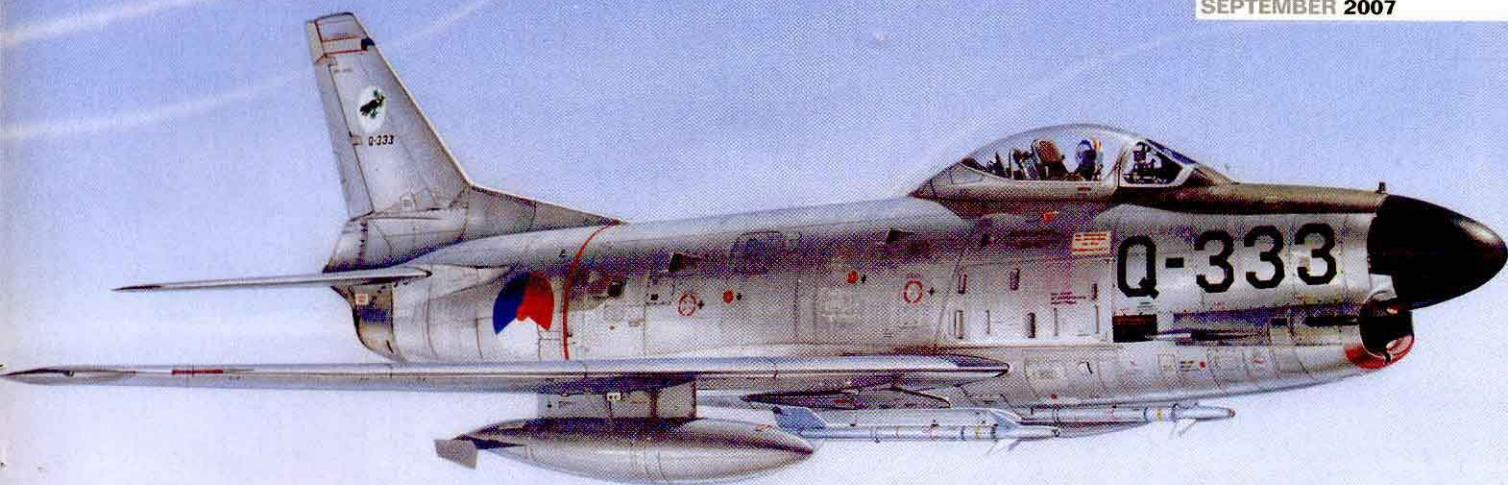
B84 Army Henri Farman Type MO-4
(Japanese Army Air Force)



B82 Farman M.F.11 Shorthorn]
(French Army Air Force)



B85 Army Henri Farman Type MO-4 II
(Japanese Army Air Force)



WIN

NATO All-Weather Fighter

or a 1/72 F-86K Sabre

or a 1/48 Potez 63-11

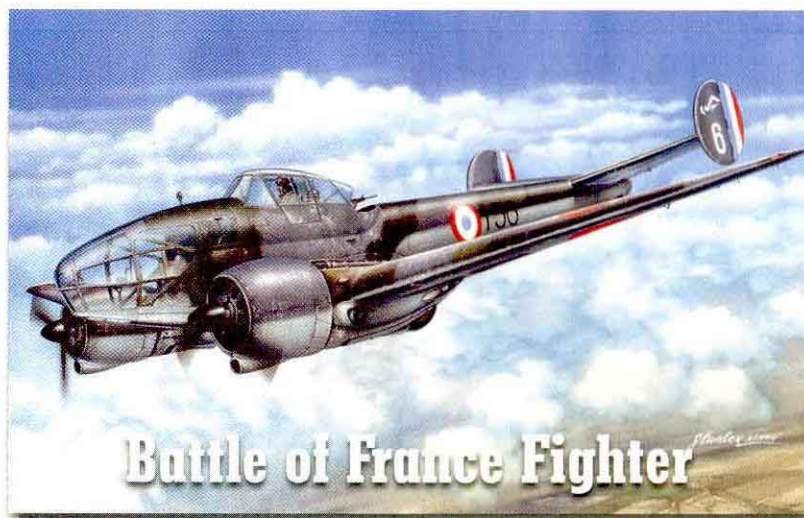
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Competition Rules

Employees/volunteers working for SAM Publications, MPM and associated companies or their families are not permitted to enter. The first correct entries drawn will win. Entries are limited to one per person/household. No correspondence will be entered into. The judges' decision is final. Winners names will be published in a future edition of Scale Aviation Modeller International. All entries must reach Sam Publications by 1st November 2007, when the prize draw will take place.





QUICK BUILD 1/48 BY GARY PRETTYMAN



Tamiya's big Stealth kit. A real winner if you come across it

F-117A Nighthawk

Scale: 1/48 Kit No: 61059

Price: £29.99

Type: Injection Moulded plastic

Manufacturer: Tamiya

UK Importer: The Hobby Company



Handling the Black Jet

The F-117A Nighthawk by Garry Prettyman

B'Frisbee' and 'Wobblin' Goblin' were just two of the unflattering names given to the F-117A Nighthawk, an aircraft that has proved to be an extremely capable bomber in the toughest arena possible.

It was built by the Lockheed Advanced Development Projects at the infamous Skunk Works, birthplace of the equally notorious U-2 and SR-71. Work on the F-117A began in 1978 and it was first flown in 1981. It would be another seven years before the public knew of its existence. This was the world's first truly stealthy aircraft.

The USAF began to receive its F-117A's from 1982 and by 1990, 59 more F-117A's were procured. It has now been in service for an almost unbelievable twenty-five years and in that time the aircraft has seen service in Panama, Operation Desert Storm, Kosovo, Afghanistan and in Operation Iraqi Freedom.

The aircraft is powered by two low-bypass F404-GE-F1D2 turbofan engines made by General Electric. The intakes for the engines along with the rest of the plane are covered with Radar-Absorbent Material (RAM).

The aircraft can carry a range of weapons which include the BLU-109B low level laser guided bomb, the GBU-10 and GBU-27 laser guided bombs, the Raytheon AGM-65 Maverick and Raytheon AGM-88 Harm air-to-surface missiles. The appearance of the aircraft is aerodynamically different to other types and it features a fully fly-by-wire system, which is supplied by BAE systems here in the UK.

The Kit

The Tamiya kit is full of lovely detail and a look at the parts and the instruction

sheet suggest it is a fairly simple model to build. All the parts feature nice detail, and the panel lines are restrained. A good instruction sheet with exploded diagrams and a simple decal sheet help to make this a pretty straightforward model to construct. The two decal options offered are for aircraft of 37th TFW 416th TFS *Ghost Riders* and 37th TFW 417th TFS *Bandits*.

Construction

For this build I used the Eduard brass set 49-286. This provides not only a terrific pre-painted cockpit but also many other details for the outside of the aircraft. Starting in the cockpit, I used Tamiya Dark Grey followed by a thin wash of Raw Umber paint to create some shadow. After this was dry I fixed all the Eduard brass in - and what a difference it made! I painted the ejector seat and added the seat harness from the brass set then set the seat aside for fitting during the final stages of construction.

I fitted some of the interior pieces such as the exhaust nozzles, which had been pre-painted, and a weight which is thoughtfully supplied by Tamiya - something that many other model companies would do well to consider.

The model is formed using an upper fuselage and a lower fuselage. There are some clear parts to fit into the lower half and these I first masked and then fitted.

Although the bomb bay is an interior part, it is not actually ready to be fitted at this stage but I assembled it and set it aside for later use. As I was using the brass from the Eduard set, I first had to remove the unwanted plastic, and once this was done I was able to fit the

necessary brass parts. When all the parts were fitted I sprayed it with Tamiya Flat White.

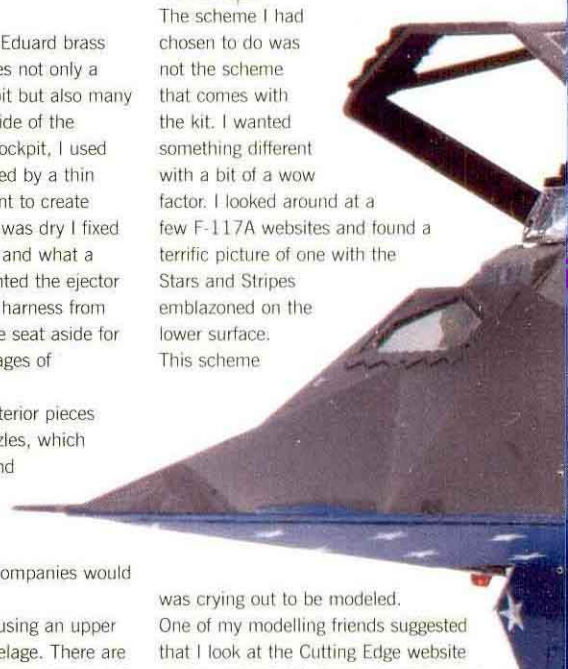
The bombs were next and they are the GBU-27A Paveway Three. I painted them Olive Green and they looked very realistic, particularly after I had fitted a Renaissance 2.5 mm headlight to the nose.

The Scheme

The scheme I had chosen to do was not the scheme that comes with the kit. I wanted something different with a bit of a wow factor. I looked around at a few F-117A websites and found a terrific picture of one with the Stars and Stripes emblazoned on the lower surface. This scheme

was crying out to be modeled. One of my modelling friends suggested that I look at the Cutting Edge website and lo and behold, they had a full set of masks for the Stars and Stripes.

I cut off the small plastic locators on the undercarriage doors as these would be replaced by brass items later. I then taped these on with masking tape from the inside. Parts B24 and B23 were fixed in place as these doors close after the wheels have fully opened. Once I





Handling the Black Jet

The F-117A Nighthawk by Garry Prettyman

QUICK BUILD 1/48
BY GARY PRETTYMAN



Tamiya's big Stealth kit. A real winner if you come across it

F-117A Nighthawk
Scale: 1/48 Kit No: 61059
Price: £29.99
Type: Injection Moulded plastic
Manufacturer: Tamiya
UK Importer: The Hobby Company



B'Frisbee' and 'Wobblin' Goblin' were just two of the unflattering names given to the F-117A Nighthawk, an aircraft that has proved to be an extremely capable bomber in the toughest arena possible.

It was built by the Lockheed Advanced Development Projects at the infamous Skunk Works, birthplace of the equally notorious U-2 and SR-71. Work on the F-117A began in 1978 and it was first flown in 1981. It would be another seven years before the public knew of its existence. This was the world's first truly stealthy aircraft.

The USAF began to receive its F-117A's from 1982 and by 1990, 59 more F-117A's were procured. It has now been in service for an almost unbelievable twenty-five years and in that time the aircraft has seen service in Panama, Operation Desert Storm, Kosovo, Afghanistan and in Operation Iraqi Freedom.

The aircraft is powered by two low-bypass F404-GE-F1D2 turbofan engines made by General Electric. The intakes for the engines along with the rest of the plane are covered with Radar-Absorbent Material (RAM).

The aircraft can carry a range of weapons which include the BLU-109B low level laser guided bomb, the GBU-10 and GBU-27 laser guided bombs, the Raytheon AGM-65 Maverick and Raytheon AGM-88 Harm air-to-surface missiles. The appearance of the aircraft is aerodynamically different to other types and it features a fully fly-by-wire system, which is supplied by BAE systems here in the UK.

The Kit

The Tamiya kit is full of lovely detail and a look at the parts and the instruction

sheet suggest it is a fairly simple model to build. All the parts feature nice detail, and the panel lines are restrained. A good instruction sheet with exploded diagrams and a simple decal sheet help to make this a pretty straightforward model to construct. The two decal options offered are for aircraft of 37th TFW 416th TFS *Ghost Riders* and 37th TFW 417th TFS *Bandits*.

Construction

For this build I used the Eduard brass set 49-286. This provides not only a terrific pre-painted cockpit but also many other details for the outside of the aircraft. Starting in the cockpit, I used Tamiya Dark Grey followed by a thin wash of Raw Umber paint to create some shadow. After this was dry I fixed all the Eduard brass in - and what a difference it made! I painted the ejector seat and added the seat harness from the brass set then set the seat aside for fitting during the final stages of construction.

I fitted some of the interior pieces such as the exhaust nozzles, which had been pre-painted, and a weight which is thoughtfully supplied by Tamiya - something that many other model companies would do well to consider.

The model is formed using an upper fuselage and a lower fuselage. There are some clear parts to fit into the lower half and these I first masked and then fitted.

Although the bomb bay is an interior part, it is not actually ready to be fitted at this stage but I assembled it and set it aside for later use. As I was using the brass from the Eduard set, I first had to remove the unwanted plastic, and once this was done I was able to fit the

necessary brass parts. When all the parts were fitted I sprayed it with Tamiya Flat White.

The bombs were next and they are the GBU-27A Paveway Three. I painted them Olive Green and they looked very realistic, particularly after I had fitted a Renaissance 2.5 mm headlight to the nose.

The Scheme

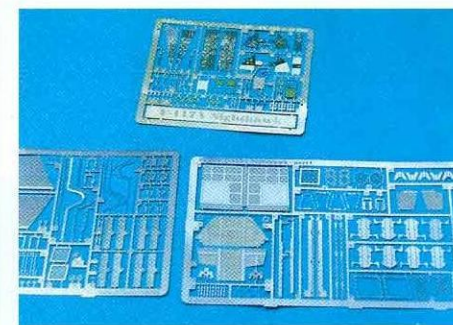
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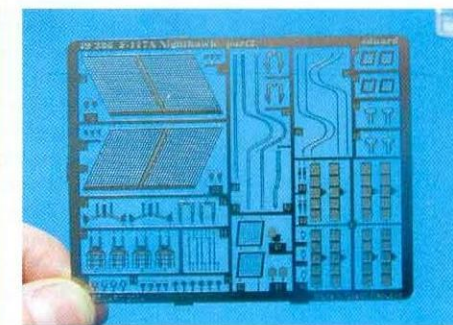
I cut off the small plastic locaters on the undercarriage doors as these would be replaced by brass items later. I then taped these on with masking tape from the inside. Parts B24 and B23 were fixed in place as these doors close after the wheels have fully opened. Once I



The bomb bay doors were taped in place from behind - one of the advantages of working on the lower fuselage half separate from the upper.



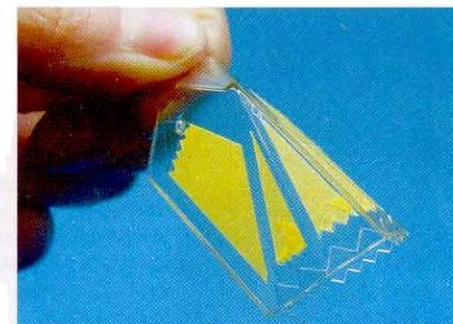
Eduard's 3-part etched set



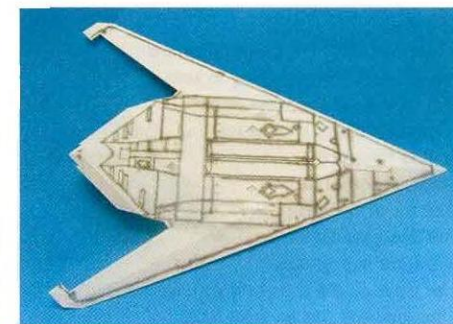
The detail provided on the brass frets really makes a difference. There is nothing like an etched mesh grill to really bring a model to life



Bomb bay detail under construction



Masking the canopy with Tamiya's finest yellow tape. Nothing else will do!



Pre-shading has been added to the underside prior to commencing the scheme



Application of Cutting Edge's masks



Using the masks goes a long way to simplify what would be an otherwise difficult scheme to apply

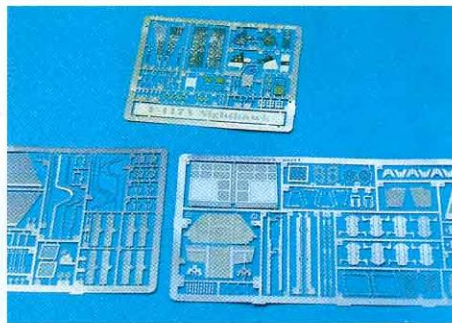


Renaissance headlight brings the bomb load to life

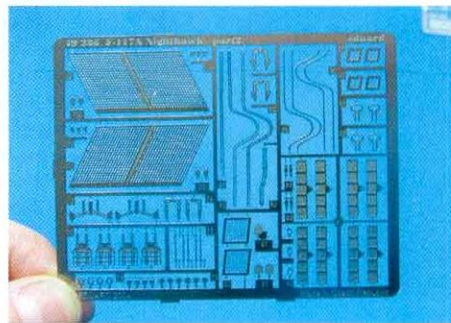




The bomb bay doors were taped in place from behind — one of the advantages of working on the lower fuselage half separate from the upper.



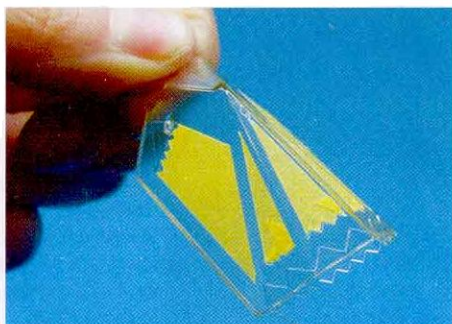
Eduard's 3-part etched set



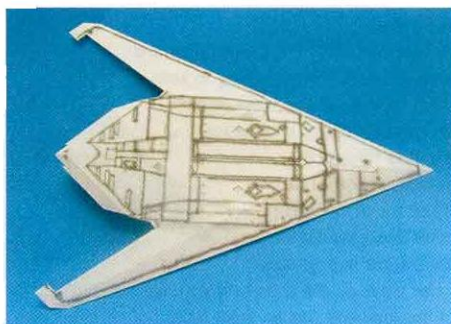
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Bomb bay detail under construction



Masking the canopy with Tamiya's finest yellow tape. Nothing else will do!



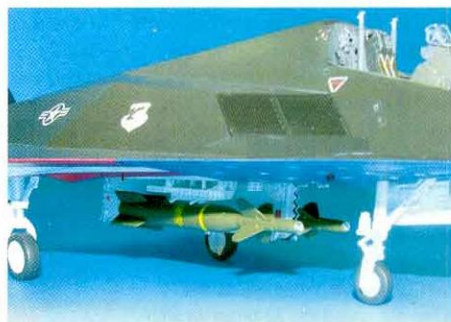
Pre-shading has been added to the underside prior to commencing the scheme



Application of Cutting Edge's masks



Using the masks goes a long way to simplify what would be an otherwise difficult scheme to apply



Renaissance headlights bring the bomb load to life





The superb colour cockpit set provided by Eduard

had all of the undercarriage openings masked, I did the same for the bomb bay doors.

I was not ready to join the upper and lower fuselage halves. I prefer to keep them separate at this stage as it makes the painting a lot easier. Skipping through the instruction sheet I looked for all the other parts I could construct such as the elevons and rudders. I also made up the undercarriage units at this time and painted them Gloss White.

The masks from Cutting Edge come on a large sheet and they are made of vinyl. The instructions are clear and very concise. They depict aircraft number 79-10782, which was selected for the special ceremony that took place on December 14th 1983 at Groom Lake, Nevada. The stars and stripe scheme was removed soon afterwards. You can choose to do this aircraft in Grey (FS36231) or Black. I chose to do the Black as it looks the more sinister of the two. I first sprayed the entire bottom with Tamiya flat White (XF-2) and when dry loaded the air brush up with thinned Tamiya Black paint and sprayed along all the panel lines.

The first part of the mask is placed just below the front undercarriage well. The bottom of the mask has different size cutouts to match the long lengths of

the mask so you will not be able to mix them up. When all the masks were applied I just checked to make sure all was ready for the red paint. There were a couple of places where the masks did not fit properly, and to these I simply added some Tamiya tape to address the problem. I then

sprayed some thinned Tamiya Red (X-7), building the layers up slowly so the right effect was achieved. Don't forget to spray the bottoms of the elevons at this stage. It actually took me a little time to do but once I was happy with the finished effect, I left it overnight to dry.

I knew that applying the stars would be a bit of a challenge but Cutting Edge supply you with either decals or vinyl masks. I chose to use the vinyl masks. To achieve the finished effect I had to place all the star masks on the front end of the plane, which is quite laborious and took me about an hour, as I had to make sure they were all in the right place before I could paint. For painting the front

portion of the scheme I used thinned Tamiya Blue (XF-8). When you use this type of product you have to spray directly down onto the mask because if you spray at an angle then the paint could creep underneath.

When all was dry the masks were removed and the checking began. I had a little touching up to do here and there but refreshingly not too much.

At this stage I was ready to join the upper fuselage with the lower half. Firstly, make sure you fix in the bomb bay and the wheel wells. Once joined there is a little gap around the entire bottom edge to fill but it's only small and takes just a few minutes to tidy up. Once all of the filling is done, you can touch up the paintwork as necessary. As far as the decals go there are only a few to apply. To start with I sprayed a coat of Johnson's *Klear* overall (using my airbrush to do this) and then applied all the decals with the usual settings solutions without any problems. I used some of the decals from the Cutting Edge set and the rest from the Tamiya decal sheet.

When the decals had dried overnight I gave the top panel lines a thin wash of Grey paint. When this was dry, using a small piece of lint-free rag, I wiped off the excess going in the direction of the airflow.



The aircraft was now ready for a coat of matt varnish. Finally, I fixed on the canopy, which was first dipped in Johnson's *Klear* and then masked. Tamiya provide masks for this part but you have to cut them out yourself. I prefer to make my own as I get a more accurate finish and find it a little easier. The undercarriage units and doors were now fixed into place. I replaced the landing lights with Renaissance headlights, 2.5 mm in size, and they really made a difference to the final appearance.

Conclusion

Well I must say that once again I really enjoyed this modelling project. The Cutting Edge masks went on better than I thought and I think the result is a stunning looking aircraft. As usual Tamiya have made this build extremely pleasurable, what with their excellent detail parts and easy to follow instructions. For reference I used the Squadron/Signal walkaround book. This provides you with all the information you need to complete this model. For further information on the Nighthawk, the Internet is, as ever a great source.

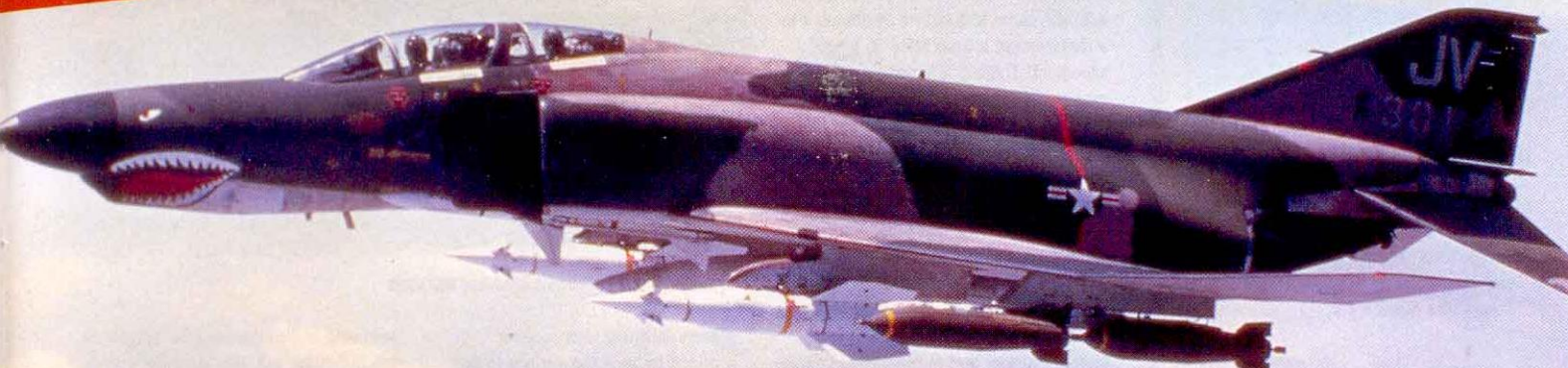
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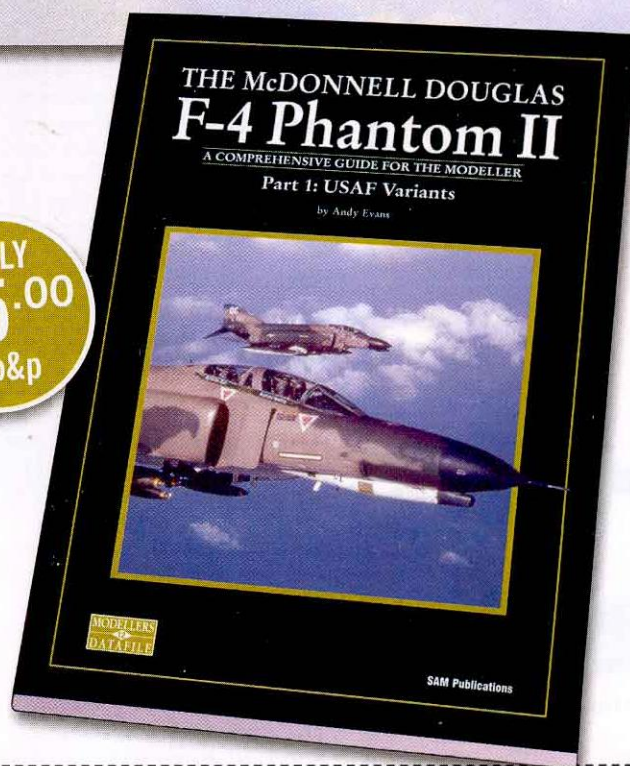
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SAMI-0907

Letter of the Month Competition

Revell UK are offering a monthly prize for Readers' Letter of the Month.



Congratulations to this month's winner of the Revell 'Letter of the Month Competition'. Mr Ward receives a selection of paints from the new Revell Aqua Color range.

Send Your Letters To...

Please send your comments, questions and feedback to the editorial address, clearly marked 'Feedback'.

Give 'em Enough Dope

LETTER OF THE MONTH

Mr Neil Pinchbeck in his excellent article described that he built his Munich Crisis Fury with a single silver aileron, and also mentions that he saw a photo of a Hawker Demon with the same feature. He attributes it to a replacement aileron fitted as a field expedient. There is a simpler explanation.

What is not so widely known in this era of metal and composite aircraft is that the dope and fabric of the biplane era was a long tedious process. After applying the fabric (wet so that it would shrink) it was sewn onto the ribs. Rib tapes were applied, and then the entire surface was sprayed with several coats of nitrate 'taughtening' dope, in order to shrink it further and make it as tight as a drumhead. Following this, at least three coats of clear butyrate 'sealing' dope were applied, with sanding between each coat to smooth the surface. Then 1-3 coats of aluminum powder butyrate 'silver' dope were applied to prevent ultra violet damage from the sun's rays. Only then was the surface covered with butyrate coloured dope, to give the surface its final colour. A final series of butyrate clear coats were applied, followed by wet sanding



A 43 Squadron Fury in classic inter-war markings

and then polishing with rubbing compound to bring the surface to the high gloss that allowed the aircraft to achieve its top speed with minimal drag.

Having done this on my Pitts Special, I am well familiar with the amount of work and the time required to do this.

So why the single silver ailerons? Well, a birdstrike, FOD on takeoff or landing, or even the dreaded 'Hanger Rash' caused by bumping into hanger doors or other aircraft could lead to a ripped fabric surface. I can see how the ercs might have pulled an all-nighter

removing and re-covering the aileron on the CO's bird, but with the slow drying times of butyrate dope, and the work involved, they must simply have had to bolt it back on at dawn so that the aircraft could be reported as 'serviceable' in the morning report.

We can only hope that no one got too severely 'ticked-off'.

Respectfully,

Paul R. Ward

P.S. I agree with Mr. Pinchbeck, the Fury was Britain's fairest aviation flower, even more so than the Spitfire.

Shark versus Swordfish

First can I congratulate you on the Profile series. It has everything a modeller needs instead of searching through four or five magazines. However, there was one error in the first article. The Fairey Seal was not a torpedo bomber.

At the end of the First World War the Navy identified three types of aircraft needed on their carriers. The 'Spotter-Reconnaissance' (three-seat aircraft, pilot, observer, and TAG) to find the enemy fleet, and to spot the fall of shot for the big ship's guns, the Torpedo Bomber, to strike at the enemy, to sink or slow them down, and the Fighter, to drive off enemy aircraft. In the twenties and thirties the Fairey IIID, then the IIIF



Blackburn Shark in RCAF service

and finally the Seal mainly filled the first type. The Sopwith Cuckoo was the first carrier-based torpedo bomber, followed by the Blackburn Dart. Both these were single-seaters, as the engines of the time were not powerful enough to carry more than one crew



and a 1000lb torpedo. As engine technology improved, they found they could carry two crew, which gave rise to the Blackburn Ripon and then the Baffin. Further engine development meant that three crew could be carried

This meant that one type of aircraft, the Torpedo-Spotter-Reconnaissance (TSR), could now carry out both jobs. Both Blackburn and Fairey, who had supplied the majority of the Navy's aircraft, developed prototypes. Blackburn was first with the Shark, which entered service in May 1935. They eventually equipped three first-line squadrons. The Swordfish entered service in February 1936, and replaced

the Sharks in 1938.

I have never understood why, as the Shark had a better performance, a maximum speed of 152 as opposed to 139 mph, a range with bombload of 792 miles as opposed to 546, and a service ceiling of 16,400 as opposed to 10,700. If anyone knows why, I would be interested to hear.

Yours sincerely

Roger Haskell
by post



A 43 Squadron Fury in classic inter-war markings

Readers' Feedback

The views expressed in this column are not necessarily those of SAM Publications. Readers' address details must be supplied but we will publish them only if the letter is considered to be a request for assistance or further correspondence from the readership.

This page will be used to publish letters we receive from the readership that relate to articles previously published in this magazine. These letters will add to, update or revise such articles.



Kittyhawk Mk III, No 112 squadron RAF, Cutella, Italy, April 1944.
This camouflage, original to say the least, could be an English dark green base over medium sea grey underneath.



'Kittybomber', i.e. the fighter bomber Kittyhawk. This P-40M (Kittyhawk Mk III) coded 'GA-Q' (FR806) of 112 Sqn RAF is rigged with typical payload: two 250-lb bombs on the centreline rack and six 40-lb bombs, three per each wing. This photograph was probably taken in Sicily, in August 1943. (San Diego Aerospace Museum coll.)

Colour Note

I am an Italian modeller, and I follow your magazine regularly. My attention has been attracted from a comment on the latest Italeri release of the old AMT P-40, by Mr. Paul Gilson.

He says that the R.A.F. aircraft in the 112 Squadron colours is wrong. I will show you a picture from the French magazine *Historie & Collections-Plans* et

Pilotes in which the Kittyhawk Mk. IV of 112 Squadron coded GA-Q, the Italeri subject, sports an unusual Dark Green and Medium Sea Gray camouflage instead of the regular Dark Earth/Middle stone/Azure Blue livery.

This just for historic information.

Best regards,

Verter Scagliarini
by email

Whose Sprues?

I have been meaning to write to you regarding your various articles on 1/144th scale - nice to see the scale given a bit of coverage in the mainstream!

Can I make a plea? Please stop referring to the 'old' Revell Tornado as ex-Matchbox - sure, it was once released in the Matchbox range, but that was after Revell took the licence and started

moulds, which both included the F4, the F-14 and the F-15 in them, and both are available in

Arii boxes. Similarly the old Crown moulds can be found in Crown, Revell and Academy boxes.

Doesn't make them bad kits though - attached is a picture for your purview of an Academy Avenger finished as an FAA AS4 - plunge moulded canopy and turret, otherwise straight from the box.

Regards,

Dave Fleming
by email



sticking all sorts in the range. The kit was available in the Revell range as long ago as the late 80s. I suspect its origins are in a Korean copy of the LS kit from Ace or Idea. I'd need a trip to the darker recesses of the attic to find that!

The history and use of some 1/144th moulds is even more complicated than some of the larger scales - for example, Arii now owns both the old LS and Otaki

Kit archaeology is a fascinating business, and any letters or articles on the subject will be received with interest. As far as actually building kits goes, my own view is that with so many superb new kits coming out, I am reluctant to allocate scarce modelling time to the old ones. Nice Avenger though - typical of many old toolings let down only by the canopy, sadly the piece many of us find hardest to rectify.

Editor

Learjet Issue

I've been buying your mag since I restarted modelling 3 years ago, and I have been impressed with the quality and scope of your articles, and regard it almost as a modelling 'bible', but with the inclusion of the Diamond Studded Lear article you go a little too far.

I saw this article on Hyperscale, I guess not long after it was posted. It certainly made me sit up, and I was actually looking for it at this time as I wished to re visit the techniques to tint panels on the various builds of mine.

In a sense you've helped me, but I must protest that all you seem to be now doing, is trawling the various places out in cyberspace for ready-written articles, instead of commissioning or writing your own. Do you really need to descend to being a 'mere' catalogue with the odd article taken from the web to save editorial time, and just appear to be a 'proper' magazine?

Sorry for the negative vibes, but as a Mag, really you must be writing your own stuff, not just using web stuff, however good it is.

Yours Sincerely,
Stuart Carrier
by email

All our feature articles are original commissions, and we do not use articles from the Net unless special circumstances make it desirable. In the present instance, Frank Loch's piece was so original we wanted to present it in print, and Frank agreed to remove it from his website.

Press releases and News items are a different matter. Manufacturers regularly send updates and bulletins to both print and



Internet, and the latter will always run them first as uploading an item to a website can take minutes, whereas it may be a matter of weeks before it can appear on a printed page.

This being said, there is little or no direct competition between the Internet and printed matter, the two co-exist and serve different functions, and SAMI will continue to run News items as and when the industry sends them to us.

Editor

Sticking Point

Here's a tip you may find of use. I've been trying out an adhesive from Evostik called 'Serious Glue'. I found it in Tesco and B&Q. Not sure if you've covered this product or even discovered it for yourselves, but having had enormous problems sticking canopies and transparencies in place I have tried everything over the years.

This glue seems to do the business. It dries clear. It's not too thick so isn't

difficult to spread. It has almost the same bonding strength as super glue, doesn't fog or craze clear parts, and best of all it is waterproof.

I tried it out sticking the canopy and nose transparencies on a 1/144 B-29. It seems to answer a lot of our prayers. It isn't perfect in that it doesn't weld the plastics together, but it seems to me to be a lot better than super glue, white glue, watch crystal glue or epoxy.

Give it a go, and see what you think.

Angus McDonald
by email



Mystic Matters

I'm just reading Vol 13 Issue 8 of Scale Aviation Modeller and am writing to point out a couple of errors in your contributor's review of the Anigrand resin kit of the Myasishev M-17 'Stratosfera'. I know it's nit-picking, but NATO gave it the code name 'Mystic-A.' Stratosfera is Myasishev's name for it.

Also, the M-17 was not modified as a test aircraft. A new design - based on

the M-17, but with twin engines - was built and called the M-55 'Geofisika'. Its ASSC name is 'Mystic-B.' It is this Earth Resources aircraft that investigated the hole in the ozone layer - and still flies today.

By the way, the original single-engined balloon-busting version was dubbed 'Chaika' (Seagull) by the Soviets.

Ken
by email

101 First Fighter Squadron Israeli Air Force

BOOK OF THE MONTH

Any new product from the Isra brand is always going to be high on my wants list as I have had an interest in the Israeli Air Force since I started serious modelling in the 1970s. In those dim and distance days finding any information on Israeli Air Force Operations was as likely as David Beckham signing for the MK Dons. Then about 10 years ago things started to

TECHNICAL DATA

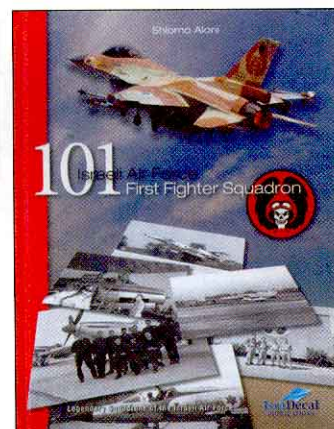
Author: Shlomo Aloni
ISBN 965-7220-08-4
Publisher: Isra Decal Publications
Price: £32.99

history of the Israeli air force.

This book covers the operational history of 101 Squadron, Israel's first fighter squadron from its operations during the fight for Israel's survival in 1947, using ex-Czech Avia S-199s, the Bf-109 with a Jumo engine and an extremely poor reputation. Personal narratives, and the use of over 600 photographs, most of which are being published for the first time, make this an interesting read, far removed from the dry squadron histories I sometimes find myself reviewing.

Interest is heightened by 101 Squadron's near continuous combat operations, from its formation until recent years. Between 1947 and 1973 101 squadron pilots shot down no less than 57 enemy aircraft for the loss of 18 pilots killed or missing in action. During this period 101 has introduced into service many new types to the IAF, including Spitfires, Mustangs, the Mystere IV, Mirage III, Nesher, Kfir and finally the F-16 which is now entering its twentieth year of operation with the service.

All of these types are featured in the photographic record and are supported by a selection of colour profiles many of which feature the squadron's red and



white striped rudder markings and winged skull squadron badge. Within this book's hard covers you are provided, with the most detailed account of Israeli operations I have ever seen, and this, combined with the quality of the photographs, makes this a must have for anyone with an interest in Israeli Operations or the history of modern aerial warfare. I hope that we can look forward to similarly detailed histories of other IAF units. This title can be purchased in the UK from Hannants, Aviation Book Centre and of course Isra's own web site at www.isradecal.com

DF

SAMI

change when Isra started to release accurate decals for current Israeli aircraft followed more recently by resin conversions and subsequently a series of books providing detailed information on current service aircraft. Now Isra have taken the logical step of expanding the book range to cover some of the Military

Sukhoi Su-25 Frogfoot - The Soviet Union's Tank Buster

TECHNICAL DATA

Author: Yefim Gordon
Publisher: Aerofax, Midland Publishing an imprint of Ian Allan
ISBN: 9781857802542
Format: Softback, 176pages
Price: £19.99
www.ianallanpublishing.com

Everything you ever wanted to know about Moscow's answer to the American A-10 Warthog is contained in this fantastic new Aerofax guide from that one man Soviet reporting machine Yefim Gordon. In the series' own inimitable style the Frogfoot is laid bare and every aspect of the airframe and operational history is covered, providing the sort of in-depth information that all serious

Sukhoi Su-25 Frogfoot

The Soviet Union's Tank-Buster



Yefim Gordon

Aerofax

aviation historians and modellers demand.

The book describes the Su-25's development history and its extensive combat career, starting with Operation Romb, when the then-experimental Su-25 received its baptism of fire in the Afghan War, to the conflicts in former Yugoslavia and the drug-busting operations in Peru. The type's Afghan War involvement receives extensive coverage, as does the Su-25's use in the Chechen Wars. A detailed list is given of

the type's many operators, which even included Slovakia, now a NATO country.

In addition to the main versions up to and including the Su-25TM (Su-39) 'tank killer', due attention is paid to the latest programmes to upgrade the Su-25 in line with modern requirements both in Russia and elsewhere. The book includes colour artwork and detailed scale drawings in the usual Aerofax style. Highly recommended to all!

AE

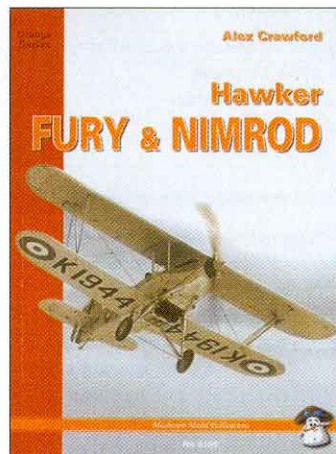
SAMI



Hawker Fury & Nimrod

TECHNICAL DATA

Author: Alex Crawford
Publisher: Mushroom
Format: Softback 168 pages
Price: £13.99
ISBN: 9788389450418



Scarcely three years ago, I recall, I was frantically trying to find kits and reference material on the aircraft of the inter-war Fleet Air Arm. Apart from a few resin and limited-run kits there was little available, and I found myself bidding enormous sums for dated vacforms of aircraft I could find only vague images of online. Books on the subject were old and obscure, and rarely gave the information I was looking for, and to this day I am still mystified as to the interior layout of the Blackburn Blackburn.

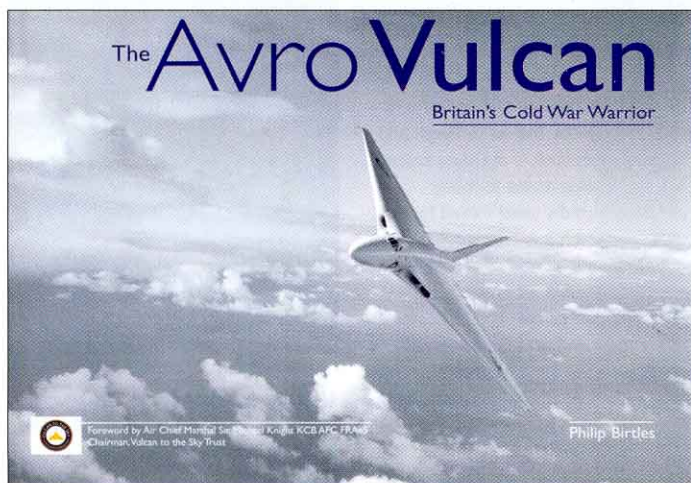
No doubt Choroszy, Dujin or CMR will clear that one up for me in due course, but in the meantime everything I ever wanted to know about the Silver Service seems to be coming out in print at last. Mushroom's book follows the standard Orange Series A5 format, and is beautifully illustrated throughout with a mass of colour artwork and photographs, as well as plenty of period black and white coverage. Scale drawings are

provided within the pages to 1/72 with a separate sheet of 1/48 plans folded inside back cover. I am pleased to note that these are completely detached, as the practice of including larger pages folded into a smaller book is frustrating.

The walkaround photography is absolutely first rate, and the text covers all users and variants intelligently and authoritatively.

Another highly recommended title from Mushroom
GH

SAMI



Avro Vulcan Britain's Cold War Warrior

TECHNICAL DATA

Author: Philip Birdes
Publisher: Midland Counties/Ian Allan
ISBN: 9781857802696
Format: Hardback, 128 pages
Price: £19.99
www.ianallanpublishing.com

Here we have a stunning pictorial tribute to an iconic British aircraft, with images from throughout its service career, and also celebrating the aircraft's pending return to flight and the 25th anniversary of its historic Falklands missions.

In all, 136 Vulcans were built by Avro near Manchester, the last being completed in January 1965, finally

being withdrawn from squadron service in 1984. Hopefully XH558 will once again take to the skies in 2007 thanks to years of work on the part of the Vulcan to the Skies Trust, and this book has a complete chapter on her rework and return to flying status. There is so much to enjoy in this excellent work, from the anti-flash white aircraft of the 1960s to the camouflaged cold-war era Vulcans.

With plenty of informed comment and just the right balance between information and enjoyment this book delivers a healthy helping of *Vulcanicity* for the enthusiast and modeller alike.

AE

SAMI

Modelling the P-51 Mustang

TECHNICAL DATA

Author: Stan Spooner
Publisher: Osprey
ISBN: 9781841769417
Format: Softback, 80 pages
Price: £12.99
www.ospreypublishing.com

Osprey Modelling

Modelling the P-51 Mustang

Stan Spooner
Consultant editor Robert Chenier



As soon as you see the F-82G on the front cover you just know this book is going to deliver, and it does so in spades. Author Stan Spooner brings together an excellent mix of models and how to build them in a manner guaranteed to have you diving for the plastic. The North American P-51 Mustang had a humble Genesis as a British request for single engine escort fighters but became, arguably, World War II's most important fighter aircraft.

This aircraft is one that holds a great deal of interest for modellers around the world and this superb book takes you from the aircraft's beginnings to the ultimate

manifestation of this elegant and deadly bird, the F-82 G/H Twin Mustang. Special attention is paid to painting both interiors and exteriors, with a wide range of different schemes



and techniques described. The books contains such delights as Accurate Miniatures' 1/48 P-51A, Tamiya's 1/48 RAF P-51B British Shark, an American 357th FG P-51D an F-51D Korean War Raider, and Modelcraft's *Double Trouble* – the F-82G/H.

AE

SAMI

P-3 Orion

CD-ROM: TECHNICAL DATA

Cat No 1005
Publisher Aero Research
Price \$11.95 + \$4 P+P to UK

The latest CD Rom from Aero Research covers the P-3 Orion maritime patrol aircraft. With nearly 40 years of service to date this type has carried many attractive schemes and this CD illustrates most of them seen in United States service. All variants are covered in the 163 photographs including the electronic warfare EP-3B and the rare P-3AEW variant used by the US Customs Service. Unlike earlier discs from Aero Research each photograph also includes details of the aircraft, squadron and location. The quality of the photographs is to a very high standard and though most are of aircraft on the ramp there are a few showing the aircraft on approach with everything down and dirty.

The only negative points are the lack

of close up shots and any foreign examples, but as a photographic record of unit heraldry on a really well-travelled type this disc is without compare.

If you have the Hasegawa/Revell kit or the smaller LS kit this disc will make a useful reference source, and if you have not got any of these kits you may decide to get some after seeing some of the attractive marking options on this CD.

Aero Research have some interesting future releases planned, including Reno Racers 64-74, F-105 Thunderchiefs, F-8 Crusaders and classic prop liners.

If you are interested in this title or any of the future releases contact the publisher at Aero Research Co, 6468 Valley Wood Drive, Reno NV 89523-1265 Tel (775) 746-8615.

Email aeromodel@aol.com payment can be made using credit cards or Paypal.

DF

SAMI

Eurofighter Typhoon

TECHNICAL DATA

Author: Jaroslaw Manek
Publisher: Kagero
ISBN: 978836044587
Format: Softback
Price: tbc

This is No.41 in Kagero's 'Hot Shots' series and looks in intricate detail at Europe's most important current aircraft programme, the Eurofighter Typhoon. This book focus's on the Development Aircraft, many of which were photographed at various airshows, showing details of mainly German or Italian types plus their armament. For anyone building one of the many kits of prototype or developmental aircraft this is an excellent guide, however it is not representative of the in service machines, particularly the RAF's version. That said the production is top quality and the images pin sharp,



and as an added bonus you get a free cockpit and wheel paint mask, which is very useful indeed!

AE

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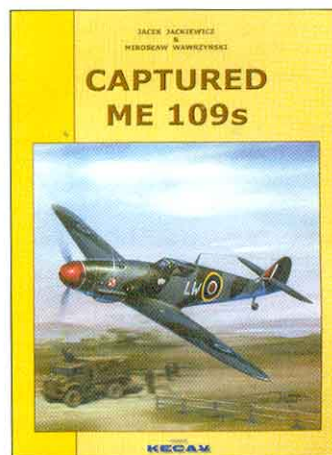
Captured Me 109s

TECHNICAL DATA

Author: Jack Jackiewicz & Miroslaw Wawrzynski
Publisher: Atelier Keczay
Format: Softback 176pages
Price: £TBA
ISBN: 9788392491409

Having not seen a book from this source before, I was unsure what to expect. Turning the pages I was impressed. Much has been written about the Me 109 in all its shapes, forms and theatres of war, and while much of the data here has been reproduced before, it has never been collated so well, or presented so attractively. This is a book you can sit down and enjoy anywhere, and one that offers a rare combination of business and pleasure so often absent from learned works of reference.

Every page is packed with colour art or period photographs, and there are some beautiful combinations of



colours and markings that just cry out to be modelled.

Highly recommended.

Barry Brine

SAMI

Les Dossiers De Guerre 4

La Campagne De Norvege

Quelle dommage! Ici il ya un livre parfait pour regarder le Skua et ces amis, mais je ne parle pas Français. Serves me right for watching trains out



of the classroom window at school instead of paying attention to what Monsieur Slaney had to say on the activities of Paul et Marie. *J'étais un idiot!*

Fortunately the layout and contents transcend any barriers of language, so you can take advantage of the illustrations, maps, colour profiles and other data included. This is an essential volume on an important and misunderstood campaign, and is worth taking the effort to come to grips with. There is enough here to sustain the interest of a non-French speaker, and in the unlikely event that it is translated into English, it will soon become one of the most well-thumbed titles on my bookshelf.

GH

SAMI

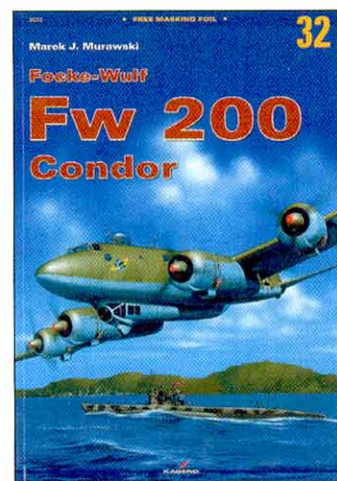
Focke-Wulf Fw 200 Condor

TECHNICAL DATA

Author: Marek J. Murawski
Publisher: Kagero
Format: Softback 100 pages
Price: £TBA
ISBN: 9788360445532

Now we have been so well-served with kits of the Condor, thanks to Revell and Trumpeter, this book is overdue, and will come as a welcome aid to many. Following Kagero's usual format for this series – in which it is number 32 – the book features a number of photographs that have certainly not crossed this reviewer's path before. The text covers development and operational service, and a section at the back features reproductions of original diagrams and illustrations from technical manuals.

The four pages of colour profiles at the end round off an excellent book. Text is in English throughout, and a sheet of



1/48 masks is included.

Probably the best book on the subject currently in print.

Marcus Brown

SAMI

The British Aerospace Sea Harrier

'Falklands Fighter'

TECHNICAL DATA

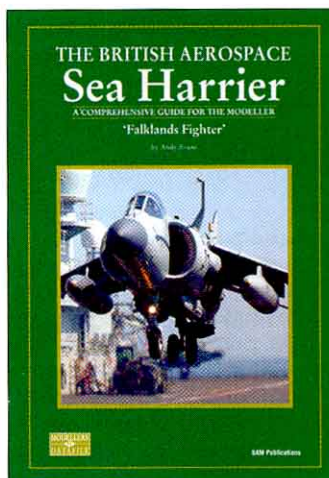
Author: Andy Evans
Publisher: SAM Publications
Format: Softback, 128 pages
Price: £18.00
ISBN: 0955185823

While it may seem a little *gauche* to include a review of an in-house publication on these pages, the simple fact remains that this is a first rate modeller's reference on the subject, and is the only book so far that covers all aspects of the Sea Harrier's life and times from a

modeller's standpoint. Add to this the impressive decal sheet included in the cover price and you have a package that must be regarded as essential to anyone looking at modelling the SHAR.

The Datafile series has become well-respected throughout the hobby. This title is by far the best yet, and the presentation, and sheer weight of informed coverage is almost overwhelming.

The author has resisted the temptation to focus overmuch on the Falklands War – regarded by many as the SHAR's finest hour – but has followed the aircraft's lengthy career with an equal emphasis on



all aspects of its service – including a very nice section on the T.8. The modelling sections are also well-illustrated and planned, and the clearly labelled walk around shots of both 1/48 and 1/24 models are a particularly useful innovation, showing readers exactly what modifications to make, and why.

With every page packed with information and interest, there is not a wasted space between its covers. This is an excellent book and can be very highly recommended.

GH

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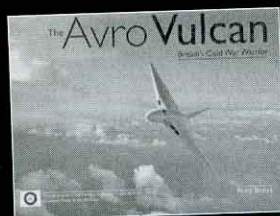
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Feature of the month

The Avro Vulcan, Britain's Cold War Warrior



Author: Philip Birtles
Publisher: Midland Counties

£19.99

With the first flight of the recently restored Vulcan XH 588 just around the corner it's only natural that their should be a glut of books on the plane now coming into the bookshops. This new title "The

Avro Vulcan, Britain's Cold War Warrior" is one of them. A hardback landscape format book of 128 pages covering the history of the Vulcan from inception, through the cold war and onto its retirement in the 80s after the Falklands War in 1982. A good amount of text gives a history of the aircraft but this is mainly a pictorial history in Black and White and Colour Photo's covering one of Britain's most well loved and well known aircraft.

Information

London: Aviation, Naval, Military Dept
36 St Martin's Court, St Martins Lane,
London, WC2N 4AN
Tel: 020 7836 5376 Fax: 020 7497 2539
Mon-Fri 09.30-18.00 (Thur 19.00), Sat 10.30-17.30
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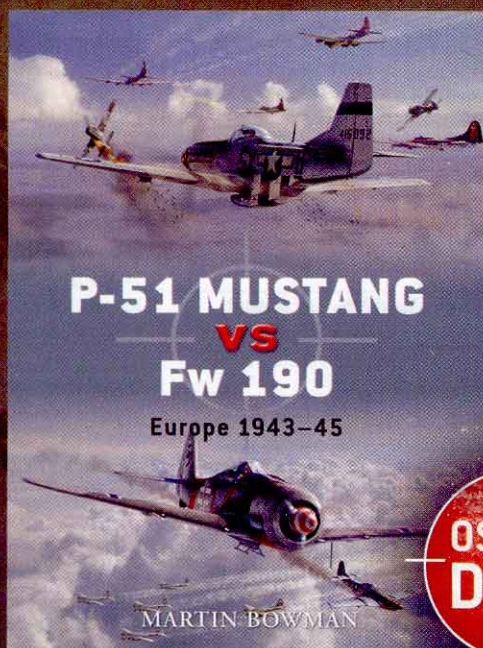
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Whether experienced or beginner, or returning to the 'dark side', a warm welcome is assured. We meet on the second Monday of each month at The Parade Hotel, 26 Cliff Street, Bridlington (next to Woolworth's) from 7.30 pm onwards. For more details contact Kevin Dolman ☎ 01377 2555594

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mostly aircraft but a few cars (mainly Scoobys) and military as well for sale. Please call Gordon on ☎ 7950516602

Daughter's upcoming wedding

forces me to sell much of my kit and Modeldecals collection. Kits include several collectable items such as Airfix Fokker F-27, AC-47, Novo Herald, Williams Boeing 247 and many others. Please contact me for lists at ☎ 01403 782638 or ✉ paul.janicki@tiscali.co.uk at your earliest for lists!

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Decals, kits and some books for sale,

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Has anyone a Maintrack project X

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Leading Edge sheet #7223

for SAAF F-86 Sabre, even if only spare for the camouflaged option. Can anyone help? Marco Zenati ☎ Via Gasparini nr. 11/1, 24125-Bergamo, Italy
✉ saffo@tiscalinet.it

Contrail Saro Lerwick

PH Models Blackburn Botha. Good prices paid
☎ 07985 512471 ✉ neil_castley@yahoo.co.uk

Aero-Detail No 27 Spitfire VI to XVI

Also looking for 1/48 scale decal sheets Techmod 48029 Spitfire Vb and 48064 Spitfire IXs. Willing to pay a fair price or swap for kit decals I have for sale. John Collier ☎ 23 Stonehill Close, Ranskill, Retford; Notts DN22 8NG

Aeroguide on the EAP

(Experimental Aircraft Programme), published by Linewright in mid/late 1980s. Contact Guy Henderson ☎ 01475 726221 or 07919 497769
✉ guy.henderson@clydeport.co.uk

Copper State Models photo-etched

1/48 nuts and bolts (CSM 106). Cutaway close-ups of WWI SPAD XIII: skeletal frame layout of forward fuselage section, GA drawings of oil, petrol, air pressure systems etc. J McSkimming ☎ 96 Coronation Road, Drongan, Ayr KA6 7DD

HELP

Hawker Henley Information

I am looking for any references, photographs, drawings or anything related to the aircraft. Jage42tim@yahoo.co.uk 07986 895946 10 Sker Walk, Porthcawl Mid Glamorgan CF36 3RA

I wish to contact Gunther Sengfelder,

who did the scale drawings for the book Bf-109 F-K by Radinger and Otto. Kenneth Race ☎ 906 Liberty Court, Cupertino, CA 95014, USA

I need 1/72 Mirage underwing/

fuselage stores: drop tanks (any size), JL 100 rocket pod/fuel tanks, Barax and Barracuda ECM pods and Magic, R511 and R530 AAMs. Also drawings of Soulé towed gunnery target. Contact Andy Kime ☎ 01628 487668 to arrange bits swap

Is anyone aware of any 1/72 scale

Messerschmitt Bf 109E kit that has the leading-edge slats and flaps deployed (or an add-on set)? I am planning to build some Battle of Britain versions but I don't want to have to indulge in lengthy cutting and trimming of kits. Peter Fawke ☎ 59 Paynesfield Road, Tatsfield, nr Westerham, Kent TN16 2BG
✉ peterfawke@aol.com

PEN PALS

Grumpy old modeller

looking to write to those with interests in WW2 aviation. I started in 1947. Tony Rice ☎ Casa Mariposa, Macapa 7, 29711 Alcaucin, Malaga, Spain ✉ tony_ursula@yahoo.co.uk

My interests are early aviation

through to the golden age of the 30s but mostly 1914-18 era. If your interests are similar then please write to me. Graham ☎ 22 Innisfayre Gardens, Belfast, BT15 4GJ

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1/48 Fonderie Miniature Ventura

multi-media kit for Airfix Lightning or 1/32 scale Revell Hunter. 1/48 Pro-Modeler Focke-Wulf Fw 190G-2 for Eduard Fokker D.VII. P Robinson ☎ 2 North End Cotts, Hilston Road, Toos, Hull HU12 0JA
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Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.



Till November

Unforgotten Falklands

Exhibition to mark the 25th Anniversary of the Falklands War. FAA Museum, RNAS Yeovilton, Somerset ☎ 01935 842638
✉ marketing@fleetairarm.com



Nationals

NOVEMBER

Saturday 10th – Sunday 11th
IPMS UK Scale Model World
Telford International Centre

This service is offered free to all our readers. Send adverts to:

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Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions.

SEPTEMBER

September 1st – 2nd

Medway Model Club Model Show

Open to all comers, featuring popular modelling topics, with classes covering the main scales. The Royal Engineers Museum, Gillingham, Kent. 10.30-4.00. Contact Kevin Nunn ☎ 01795 421456

September 8th

9th Annual Air Zoo Model Show

IPMS/Kalamazoo Scale Modelers and IPMS West Michigan. Air Zoo Museum, 6151 Portage Road, Kalamazoo, Michigan, USA. Contact Clare Wentzel ☎ (269) 353 6302 ✉ cewentzel@yahoo.com.

September 9th

Wombourne Aerospace & Vehicle Club Scale Model Show and Competition

The Community Centre, Church Rd, Wombourne 10am to 4pm. For info send SAE to G Taylor ☎ 11 Holberg Grove, Wolverhampton WV11 3LE or J Turner ☎ 340 Stourbridge Rd, Brierley Hill DY5 1JA or ✉ www.communigate.co.uk/bc/asvc/index.phtml

September 16th

Sutton Coldfield Model Spectacular

Sutton Coldfield Town Hall, West Midlands 10.00 a.m. to 4.30 p.m. Traders contact Paul Grimley ☎ 01543 481428. Clubs contact Peter Haywood ☎ 01889 578074

September 16th – 17th

IPMS Germany Modelling Show

Luftwaffe Museum, Berlin-Gatow. 9.00 a.m. to 5.00 p.m. Free entrance. Contact: Frank Schirmer, Landsberger Allee 98, 10249 Berlin, Germany ☎ +49 30 233 626 90, Fax +49 30 351 045 85 ✉ Ausstellung@ipmsdeutschland.de ✉ www.ipmsdeutschland.de

September 22nd

Aerofly and Fly-In

Redhill Aerodrome, Surrey. Aviation, Military, Book and Model Collectors' stands. Free car parking. ☎ 01737 822200 ✉ www.redhillairshow.co.uk

September 22nd

IPMS West Cornwall Model Show

St. Johns Ambulance Hall, Penzance. Anyone interested can contact Arthur Johnson ☎ 01736757726 or Mark Wardley ☎ 01209214691 ✉ markwardley1961@yahoo.co.uk

September 29–30th

IPMS Belgium National Convention

The Oktoberhallen in Wieze, about 20 km away from Brussels. Full details about the exhibition, contest and sales stands including registration forms are



Fleet Air Arm Museum

available at ☎ www.ipms.be or ☎ http://ipms.be/NC2007/NatCon2007Page.htm or write to ☎ IPMS Belgium, Esdoornlaan 33, B-1850 Grimbergen

September 30th

IPMS Brampton 2007 Show

New, improved venue: The Burgess Hall, St.Ives, Cambridgeshire. Adults £1.50, Concessions 50p. Alec or Charlie ☎ 01480 896949, Dave ☎ 01480 861387 ✉ bramptonshow@hotmail.co.uk ✉ www.bramptonmodelclub.fsnet.co.uk

OCTOBER

October 7th

IPMS Stratford Igor Sikorsky Chapter Model Show

The 16th annual event takes place at the Knights of Columbus Hall, 625 Bridgeport Avenue, Milford CT. See www.ipmsstratford.org or contact Andy Petrahai ☎ ipmsstratford@yahoo.org or Ray Prokoski ☎ Raymond.prokoski@snet.net

October 12th – 13th

IPMS-USA Region 2 Convention

Sponsored by IPMS Roanoke Valley and the 'VA Shoot-Out', Roanoke Civic Center Exhibition Hall, Roanoke, Virginia, USA. Club displays, Over 90 vendor tables, 'make 'n' take for kids. Contact Tim Ward ☎ twardf86@cox.net ✉ www.rvipms.com

October 13th

Glasgow Open Model Show & Comp

Glasgow IPMS and Miniature Armour Group Show, Kelvin Hall International Sports Arena, Argyle Street, Glasgow. Forty-two competition classes, 20 traders, 20 club and SIG displays. Contact Geoff Crow ☎ geoff.crow@east-ayrshire.gov.uk or ✉ geoff.crow@btinternet.com

October 14th

Model Expo 2007

Lincoln and Newark Model Clubs' annual event takes place this year at a new venue, the pavilion on Newark Showground. Admission is free, and a wide range of traders, club stands and SIGs will be present. Details from ☎ www.lincolnmodelclub.co.uk or from Ian Crawford ☎ 51 Richmond Road, Lincoln, LN1 1LH ☎ 01522 804661 ✉ expo@newarkmodelclub.co.uk

October 20th

Fleet Air Arm Museum's Autumn Model Show

With emphasis on attracting younger model enthusiasts, admission will be free to children when accompanied by a full paying adult. There will be competitions, workshops and talks where model enthusiasts of all levels will find plenty to interest and motivate them ☎ www.fleetairarm.com ☎ 01935 840565

October 20th

Model & Aviation Collectors' Show

Fleet Air Arm Museum, RNAS Yeovilton, Somerset. 10.30 am. ☎ 01935 840565

2008

FEBRUARY

February 3rd

ModelKraft 2008

New venue! Stantonbury Leisure Centre, Milton Keynes, Buckinghamshire ☎ www.mksmc.co.uk



Fleet Air Arm Museum

ModelKraft 2008



WE'RE ON THE MOVE

Due to redevelopment work in Bletchley it will not be possible to hold ModelKraft 2008 at our usual venue, but we have booked

Stantonbury
Leisure Centre
Milton Keynes

for the 3rd February 2008.
For up to date information see our web site www.mksmc.co.uk



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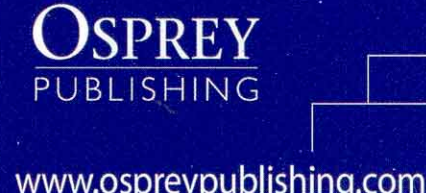
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